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"THEORY AND PRACTICE IN ELEVATOR MANAGEMENT" IN THIS ISSUE

# THE AMERICAN ELEVATOR AND GRAIN TRADE



Entered as second-class matter June 26, 1885, at the Post Office at Chicago, Illinois, under Act of March 3rd, 1879.

A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

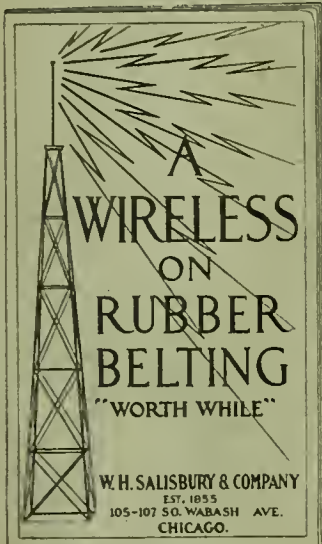
PUBLISHED BY  
Mitchell Brothers Publishing Co.

Vol. XXXII.

CHICAGO, ILLINOIS, SEPTEMBER 15, 1913.

No. 3.

One Dollar Per Annum.  
SINGLE COPIES, TEN CENTS.



THIS BOOKLET  
will show you the way to  
**Absolute Rubber  
Belt Satisfaction**  
If interested, send for it! It's Free  
**W. H. SALISBURY & CO., Inc.**  
Manufacturers or Distributors  
High Grade Leather and Rubber Belting, Hose, Packings, Etc.  
RUBBER GOODS OF EVERY DESCRIPTION  
Since 1855 CHICAGO, ILL.



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Be sure it's the  
**"MOHAWK"**  
brand of rubber  
belting.  
Order of your build-  
ing contractor or  
dealer or write us  
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Consign your Grain and Field Seeds to

## Somers, Jones & Co.

82 Board of Trade, CHICAGO

### VAN LEUNEN SERVICE — TRY IT —

YOUR **PAUL VAN LEUNEN** SUCCESS  
AND COMPANY  
GINGINNATIO DECATUR, ILL.  
**Give Us Your Business**

### The Climax Scoop Truck

Is a scoop on wheels carrying 2½ bushels of grain and 200 lbs of coal. With it a boy can do more than five men with hand scoops.

Saves time and labor which are money.

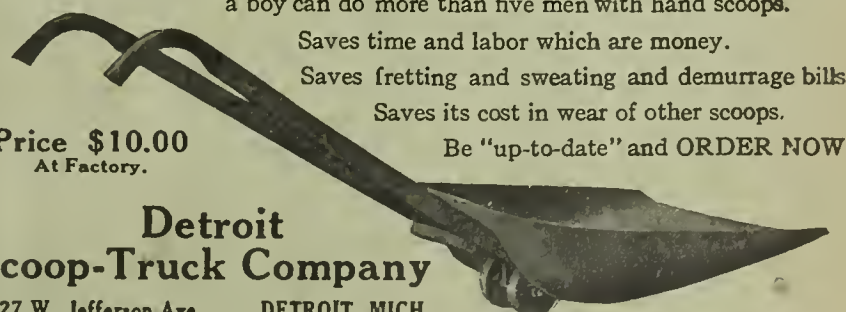
Saves fretting and sweating and demurrage bills.

Saves its cost in wear of other scoops.

Be "up-to-date" and ORDER NOW.

Price \$10.00  
At Factory.

Detroit  
Scoop-Truck Company  
2227 W. Jefferson Ave. DETROIT, MICH.

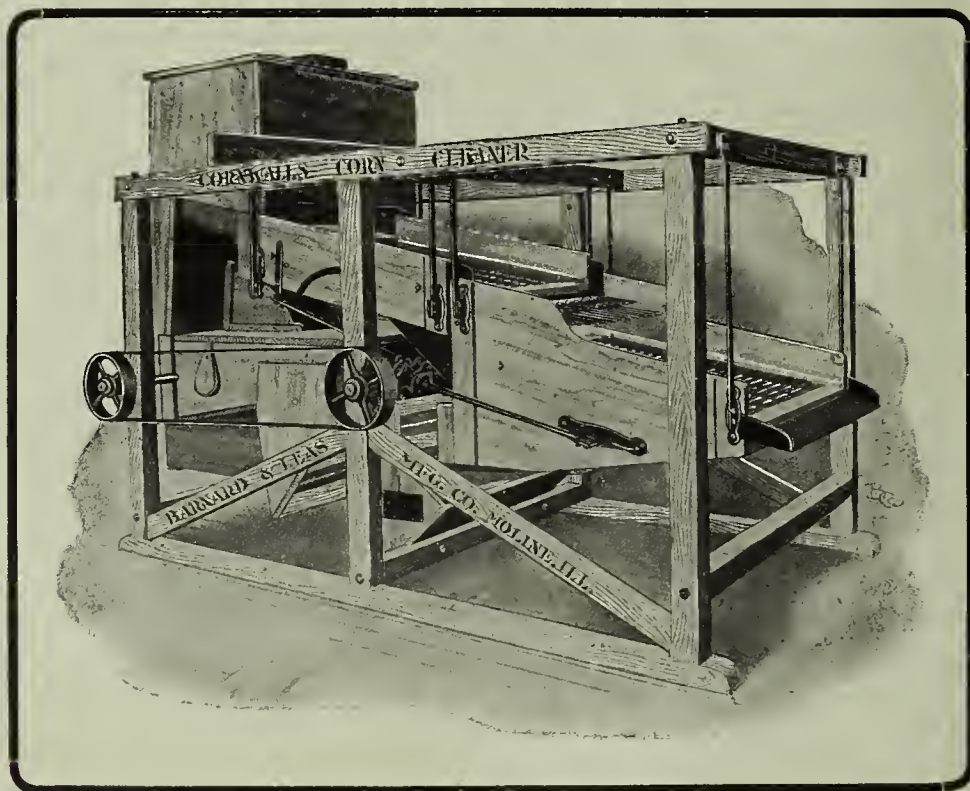




## TWO MACHINES FOR ONE PRICE

**The Cornwall Corn Cleaner**, in addition to being the leading corn cleaner, can also be used as a receiving separator by changing sieves. In this way it can be used for cleaning other kinds of grain, such as wheat, oats, etc., and has a double value.

As it was the first of the sieve corn cleaners, so also it is the most popular.



It is known everywhere for its durability, capacity and efficiency. For shelling the corn there is nothing better than the **Victor Sheller**.

These two machines are unequalled for their purpose. Send for latest catalogue.

# BARNARD & LEAS MFG. CO.

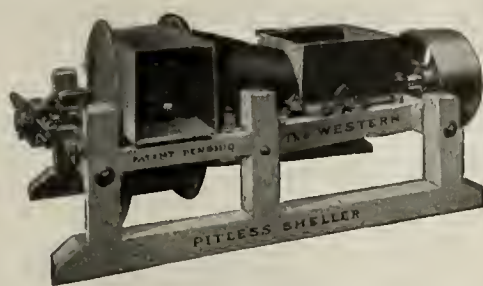
MILL BUILDERS AND  
MILL FURNISHERS

ESTABLISHED 1860. MOLINE, ILLINOIS, U.S.A.





"Western" Rolling Screen Cleaner



"Western" Pitless Sheller



"Western" Regular Separate Warehouse Sheller

# Pave the Way to Success

Men and nations are daily striving to improve present conditions, in business and in private life; are endeavoring to accomplish greater things; are seeking means to place themselves on an equal or higher plane than their neighbor—in other words are desirous of **paving the way to success.**

The grain trade, too, is striving to improve existing conditions by adopting new reforms, one of which is the buying of grain on a cleaned basis.

Top prices can only be demanded and obtained where grain proves to be of standard grade, free from chaff and other impurities, for a penalty is always put on grain at the central markets which contains foreign matter.

A wise shipper will always clean the grain thoroughly before shipping for he knows that will insure top prices. But that is not all there is to success. He must also buy his grain from the farmer on a cleaned basis, the grain less the chaff and impurities.

This, of course, requires the proper and satisfactory equipment of grain handling and grain cleaning machinery—machinery that insures reliability, simplicity, durability and capacity.

## THE WESTERN LINE

of grain handling and grain cleaning machinery solves the problem. It has all these features, the result of over forty years of experience in the building of elevator machinery.

**Pave the Way to Success** and equip your elevator with machinery that will bring the cost of handling your grain down to a minimum; that will clean the grain thoroughly and without being lost in the screenings; that is simple in construction yet reliable, that will eliminate break-downs, be durable and lasting, and have maximum capacity.

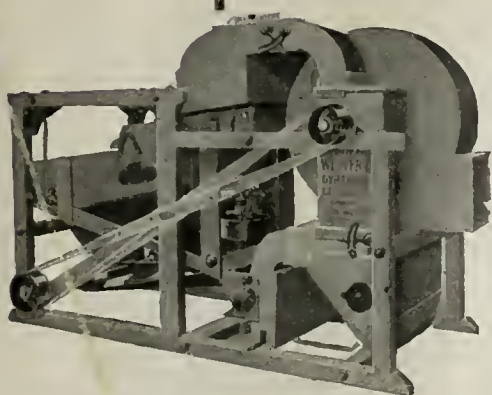
**Remember** that the buying and selling of grain on a clean basis will eliminate the possibility of any business shipwreck; and that a full equipment of Western Line of machinery is necessary for this purpose.

*Let us send you our complete general catalog with proofs and convincing evidence why Western Machinery will pave the way to success. It is free for the asking.*

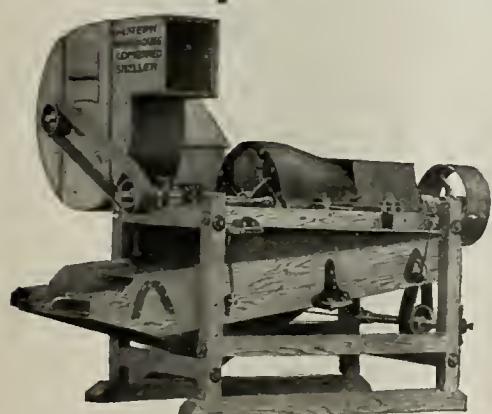
# UNION IRON WORKS

DECATUR, ILLINOIS, U. S. A.

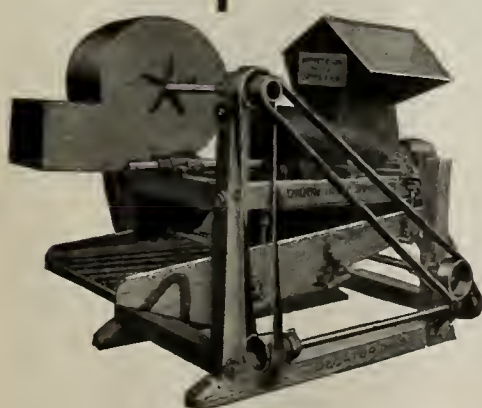
*There is nothing in Western advertising that isn't in Western machinery*



"Western" Gyrating Cleaner



"Western" Warehouse Combined Sheller

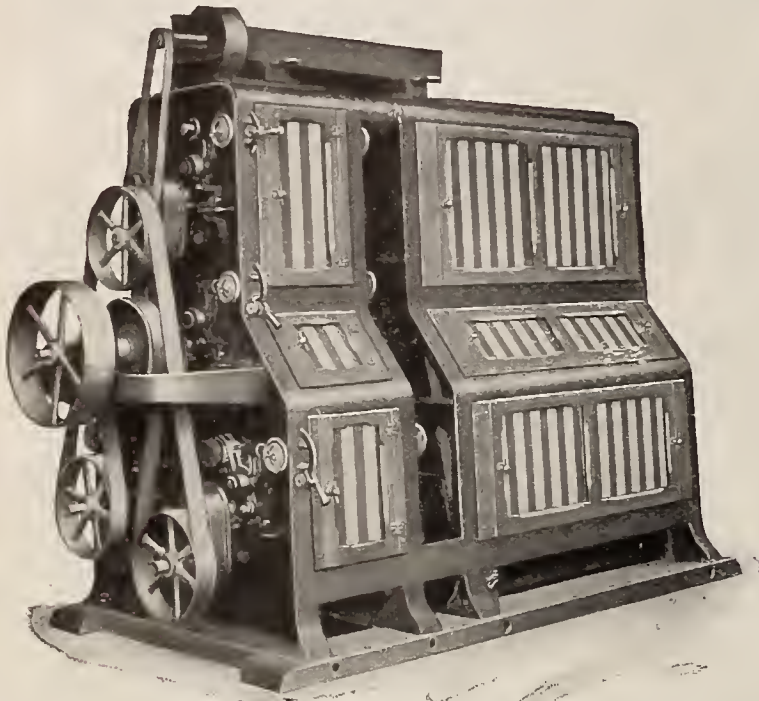


"Western" Mill Sheller



# These 4 Elevators Make Money

## By Milling Their Wheat On A "Midget" Marvel



The "Midget" Marvel 25 Bbl. Self-Contained Roller Mill.  
"A BETTER BARREL OF FLOUR CHEAPER"

This is the best money making proposition you have ever had the opportunity of investing in. It will turn your elevator into an all year certain profit earner. The sole secret is in the reduced cost of making a barrel of good flour.

Any intelligent man can successfully operate it.

**30 days' free trial**—our guarantee reads as follows: We guarantee the buyer complete satisfaction and leave it entirely with him to say whether the "Midget" Marvel comes up to our description, guarantee and *his expectation*.

Write for our booklet, "*The Story of a Wonderful Flour Mill.*" We will be delighted to send it to you.

**THE ANGLO-AMERICAN MILL CO.**  
404 Central Trust Building OWENSBORO, KENTUCKY



Oseeola, Neb.,  
Feb. 3, 1913.  
Anglo-American Mill Co.,  
Owensboro, Ky.

Gentlemen:—  
Our "Midget" flour mill  
pleases us in every way  
with results. We are mak-  
ing 42 pounds of straight  
grade flour per bushel of  
wheat. Our flour is com-  
peting with all of the larger  
mills and is giving the very  
best of satisfaction.

Yours truly,  
PETERSON & PETERSON.



Jamestown, Kan., March 1, 1913  
Anglo-American Mill Co., Owensboro, Ky.  
Gentlemen:—We want to say to you at this time that we consider the  
"Midget" Marvel the best investment we have ever made.

Respectfully,  
GIFFORD BROS.



Black River Falls, Wis., Feb. 3, 1913.  
Anglo-American Mill Co., Owensboro, Ky.  
Gentlemen:—Test on 50 bushels of wheat ground on my "Midget"  
Marvel gave over 43 pounds of flour to bushel. To say that I am pleased is  
putting it mildly.  
Yours truly,  
JOHN F. DUNN.

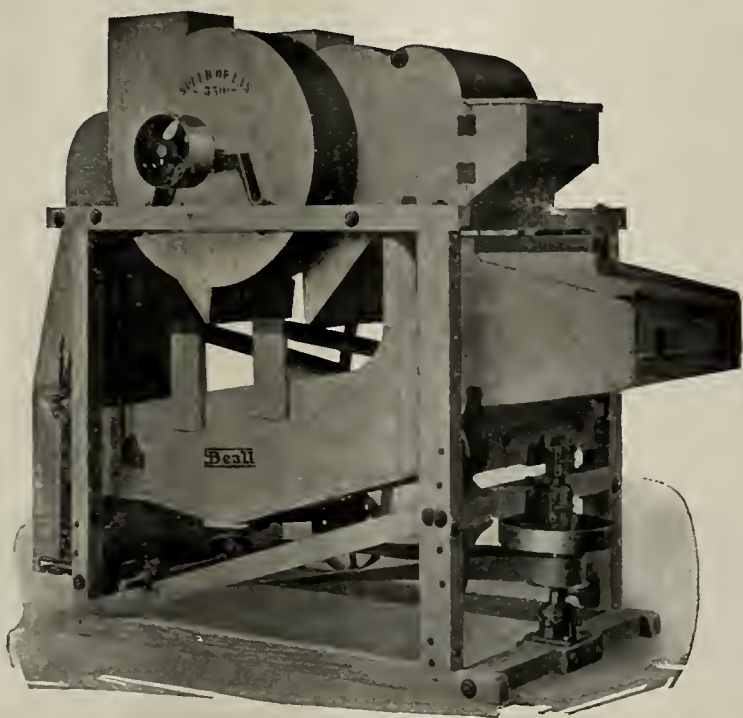


Rossville, Ind., July 31, 1912.  
Anglo-American Mill Co., Owensboro, Ky.  
Gentlemen:—The flour made on our "Midget" Marvel is giving extra  
good satisfaction and beyond our expectation. As it looks to us the proposi-  
tion has a bright future.  
Yours respectfully,  
McCOMAS & HORNBECK.

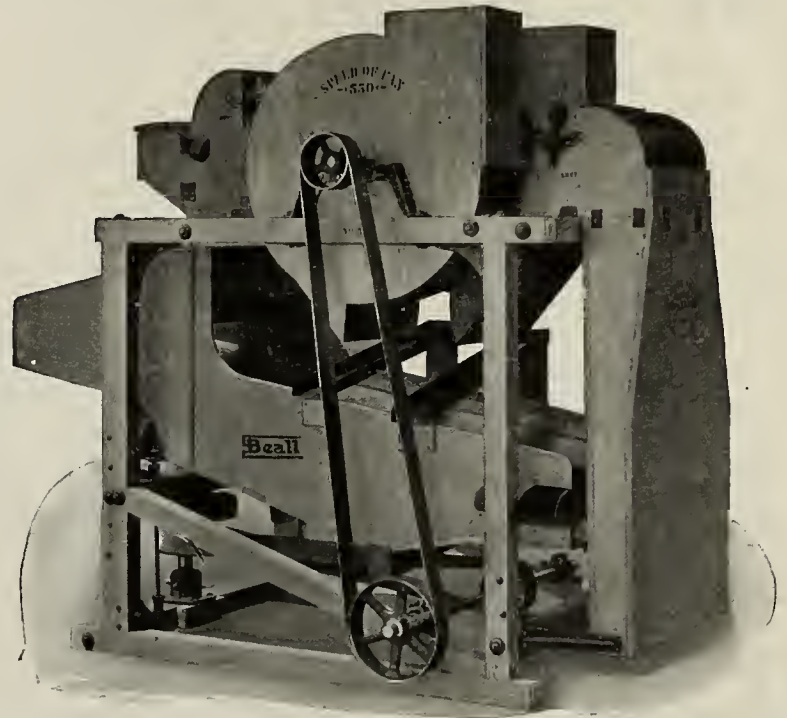




## The New Rotating Warehouse and Elevator Separator



*Built  
in  
Ten  
Sizes*



## Now Comes the Master Separator of Them All Guaranteed Without Limit

What other manufacturers are striving for we give you in the New Beall Rotating Warehouse and Elevator Separator.

This separator is the result of years of experience by the pioneer manufacturers of milling and grain elevator machinery.

The New Beall embodies all the best features found in separators of other makes, and to these we have added the following pronounced features:

1st. It has a rotating motion, slow speed and perfect balance.

2nd. It has two fans working independent of each other.

3rd. It has large capacity for the amount of floor space.

4th. A small amount of horse power is required for operating.

Your special attention is called to the air separations, which are as near perfect as is possible to make them, and are under perfect control by the operator at all times.

The separator is extremely simple in design, built very strong, is thoroughly braced and will not rack.

It will pay you to write for a complete descriptive catalogue and prices, or better let us send you a separator on a 30 days' trial and let it prove to you its merits by its own work. Do it today. We take all the risk.

**The Beall Improvements Co., Inc.**  
DECATUR, ILLINOIS

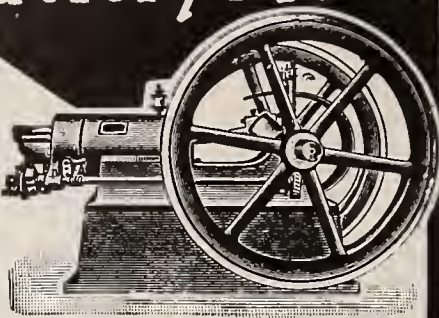




## Get my latest Reduced Factory Prices

Nobody  
can sell you  
better engines  
than I make.—

Nobody will make you as low  
prices as I am making this summer.



## WITTE Engines 2 to 40 H-P.

Gas, Gasoline, Distillate, Naphtha, Kerosene

They have set the quality-standard 26 years. They still lead in quality—cheapest power-producing and utmost wear-resisting—quality. Elevator men, especially, **testify to that**, after years of trial.

**BUT HERE IS THE BIG NEWS:** You can buy a WITTE Engine for half the price asked for other so-called standard engines. *Five year guarantee with sixty day free trial.* I beat the field on quality and price and back every engine to the limit.

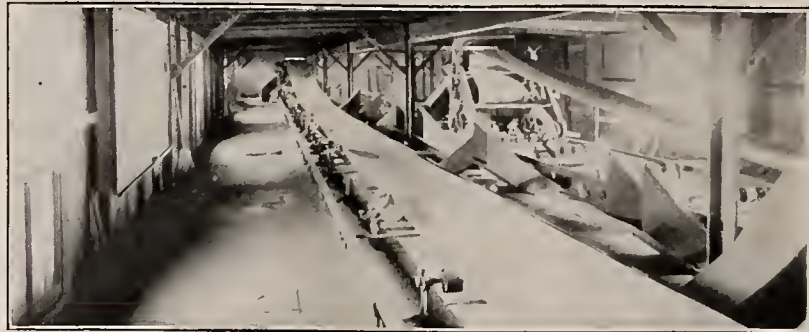
### Buy Direct From My Factory

Save the dealer's expenses and profit. Besides, I have manufacturing advantages that give me a lower factory cost than any of them.

I want WITTE Engines in elevators everywhere. They are my best advertising. I can make money by selling elevators at my factory-cost. **Let me send you my special offer. Don't buy an engine until you get it. I'll guarantee to interest you by return mail.**

**ED. H. WITTE, Pres.** Witte Iron Works Co. 2429 Oakland Avenue **Kansas City, Mo.**

There is nothing in Goodrich Advertising  
That isn't in Goodrich Goods



### The Belt That Makes Your Con- veyor System Efficient

Grain conveyors equipped with Goodrich Grainbelts are more efficient because Goodrich belts run straight and true and do not spill. They deliver by far the most economical service in the long run.

## Goodrich Grainbelt

The duck is of special weave to give rigidity length-wise and flexibility crosswise. The friction is of substantial quality—the cover is high quality rubber of a proper thickness, all combining to produce a well-balanced belt.

*Write for special folder and prices*



**The B.F. Goodrich Company**

Makers of Goodrich Tires and  
Everything that's best in rubber

Factories AKRON, O.  
Branches in all Principal Cities

## Ask About the Things You Cannot See

Look at the picture. It shows as well as a picture can what the **Wolf Jumbo Two Pair High Feed Grinding Mill** is like on the outside.

But there are other things, the parts that are hidden from view, that are of just as great importance to the prospective feed mill purchaser as the outer appearance of the machine.

There are the bearings. You don't know what the bearings on this machine are like or why they minimize the friction list. *But they do!*

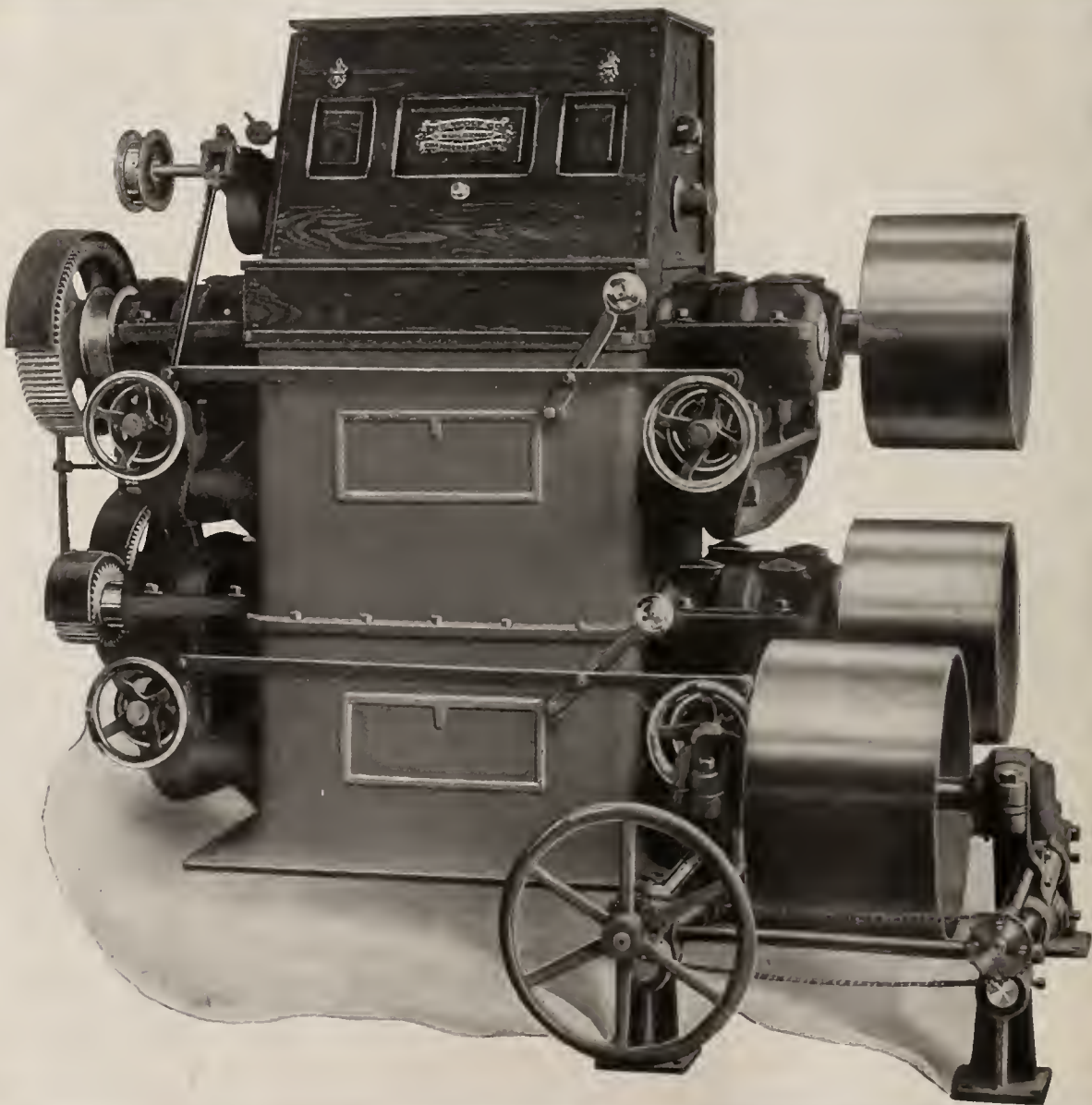
There is the feeder mechanism. You have a hazy idea that it is probably somewhat different from other feeders. And it is *considerably!*

There are the grinding adjustments. You can't tell from the picture why they are such positive safeguards to the rolls. *But they are!*

It is about these important features that you want to know—and we want to tell you.

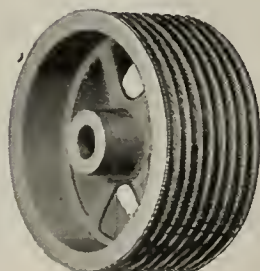
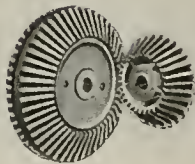
If you write that letter NOW it will only be two or three days 'till you know as much about this machine as we do. We have nothing to hold back.

**THE WOLF COMPANY**  
CHAMBERSBURG, PA.





# Power Transmission Machinery



You can secure from us not only the most efficient milling machinery, but also all the necessary appliances for a complete installation. The manufacture of power transmission machinery and appliances for elevating and conveying is an integral part of our milling machine business.

Brief descriptions, together with complete tables of prices, dimensions and weights, are found in our catalog No. 1320. It's yours for the asking.



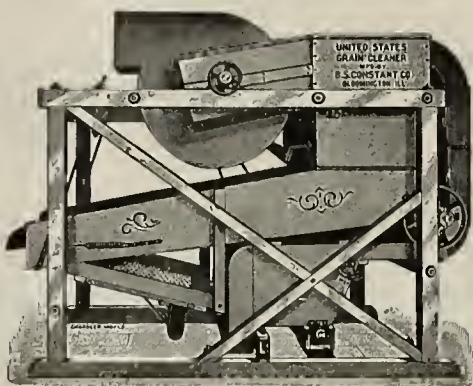
The Symbol  
of Quality

## Nordyke & Marmon Company

ESTABLISHED 1851

Indianapolis, Indiana

America's Leading Mill Builders



### THE U. S. Grain Cleaner

is the best in the Union and should be in the top of all elevators where Corn, Oats and Wheat are shipped.

Higher Grades—Higher Prices.  
Long life machine.  
Ring or Chain Oiling Bearings.  
Balanced Eccentrix.  
Five Separations and  
All the Corn Saved.



### The Constant Safety Ball Bearing Man-lift

the most satisfactory connecting link between Cleaner and Sheller.

Best made.  
Easiest and safest.  
Adjustable Brakes  
which we guarantee.

State distance between floors and get our

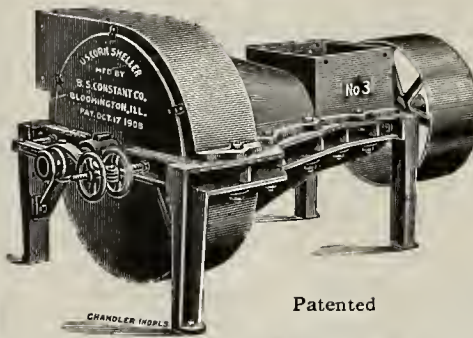
Net Price

### U. S. Corn Sheller

Fan Discharge,  
over or under, right or left hand.

Iron or Wood Frame.  
No Lower Hoppering.  
Cheapest Installed.  
Quickest and Cheapest Repaired  
of any Sheller on the market.

Send for a Catalog.

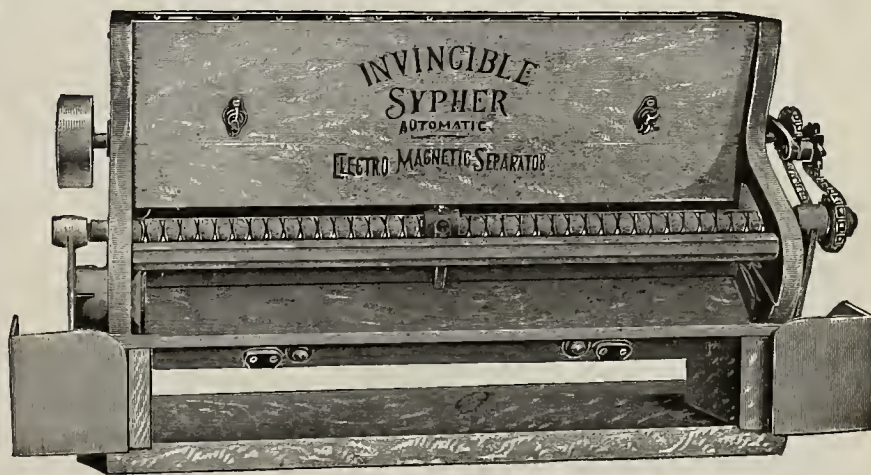


Patented

**B. S. CONSTANT CO.**  
Bloomington Illinois

## THE INVINCIBLE-SYPHER

Electro Automatic Magnetic Separator



Very Durable—Small Consumption of Current

Will positively remove all iron from the grain.

Has retaining force of 500 pounds, making it impossible for any iron to pass it.

This machine does not deteriorate with age—on the contrary actually becomes more efficient with use.

We are prepared to furnish a small inexpensive dynamo for it where current is not available.

**INVINCIBLE GRAIN CLEANER COMPANY**

SILVER CREEK, N. Y., U. S. A.

—REPRESENTED BY—

F. J. Murphy, 234 Exchange Bldg., Kansas City, Mo.  
The Strong-Scott Mfg. Co., Minneapolis, Minn.  
C. L. Hogle, 526 Board of Trade, Indianapolis, Ind.  
Frank E. Kingsbury, 3418 Thomas St., St. Louis, Mo.  
J. J. Crofut & Co., 613 McKay Bldg., Portland, Ore.  
Chas. H. Sterling, Jefferson House, Toledo, Ohio  
C. Wilkinson, 25 South 61st St., Philadelphia, Pa.  
F. H. Morley, 805 Webster Building, Chicago, Ill.  
McKain Mfg. Co., Los Angeles, Cal.  
Buckley Bros., Louisville, Ky.



# Rope Drives

We design and install complete rope drives. We are experienced in this line, and drives designed by us are successful. We supply the best grade of Manilla rope. Our **Machine-molded sheaves** are perfect in balance, accurately finished and free from flaws injurious to the rope.

We cast and finish sheaves of all sizes—English or American system—Pulleys, Band Wheels, Flywheels, Drums, Gears, Sprocket Wheels, etc. We manufacture Shafting, Pillow Blocks, Hangers, Floor Stands, Elevator Casings, Heads and Boots and all kinds of Elevating, Conveying and Power-Transmitting Machinery. Headquarters for Supplies.

## H. W. Caldwell & Son Co., Chicago

Western Ave., 17th-18th Sts.  
NEW YORK, Fulton Bldg., Hudson Terminal, 50 Church Street



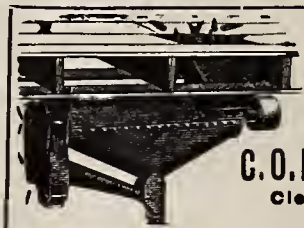
Send for Catalog No. 34.

## Elwood's Grain Tables

Show the value of any number of bushels or pounds of **WHEAT, RYE, OATS, CORN OR BARLEY** at any given price from 10 cents to \$2.00 per bushel. One of the most useful books ever offered to millers. Indorsed by prominent millers and grain dealers. Bound in cloth, 200 pages. Mailed on receipt of price.

**\$1.25**

Mitchell Brothers Publishing Co., 431 S. Dearborn St., Chicago, Ill.



Triumph  
Power  
Corn Sheller

C. O. Bartlett & Co.  
Cleveland, O.

## The Peerless Line

Includes Grain Feeders, Car Loaders,  
Overhead Dumps, Man Lifts.

HIGH QUALITY FAIR PRICES  
**PEERLESS FEEDER COMPANY**  
RHINEHART SMITH, Mgr., Sidney, Ohio  
Ohio Representative Union Iron Works

## FUMIGATION METHODS

By W. G. JOHNSON

Contains full directions for Fumigating Mills and Elevators.  
313 Pages

Price \$1

Mitchell Brothers Publishing Co., 431 S. Dearborn St., Chicago

## THE REYNOLDS DRIER

The Reynolds Drier is the first that solves the problem, for doing perfect drying.

With it, corn is dried, and left with an appearance of old corn, and the best judges can not detect it.



Every kernel is heated uniformly, before it is subjected to the drying air, the hot air only carrying off the moisture, leaving the grain in the same condition, as though it had been dried by nature.

It is a continuous process, and dries the material uniformly, which is a feature, on a large scale, that exceeds all others.

For Milling and high class purposes, it has no equal.

For further information, write

### E. H. REYNOLDS

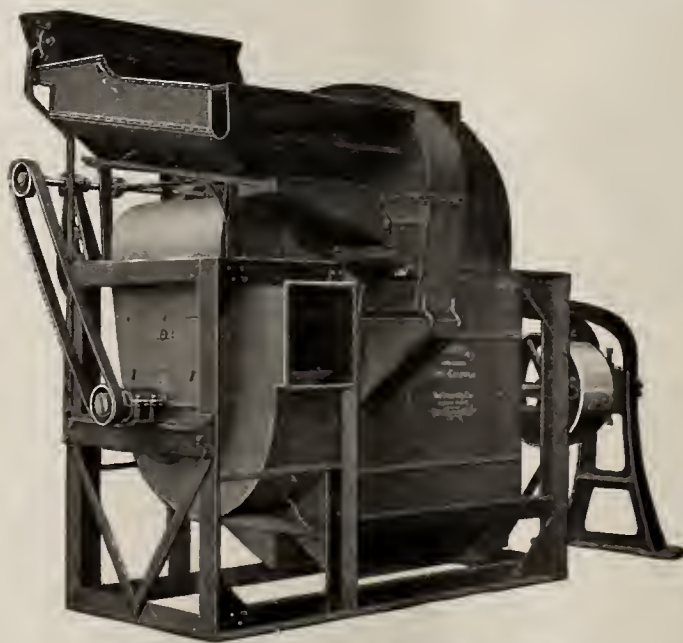
332 So. La Salle Street - - CHICAGO, ILL.

The  
Sign of  
Quality



The  
Sign of  
Quality

## STEEL OAT CLIPPERS



**HEAVY DUTY CONSTRUCTION**

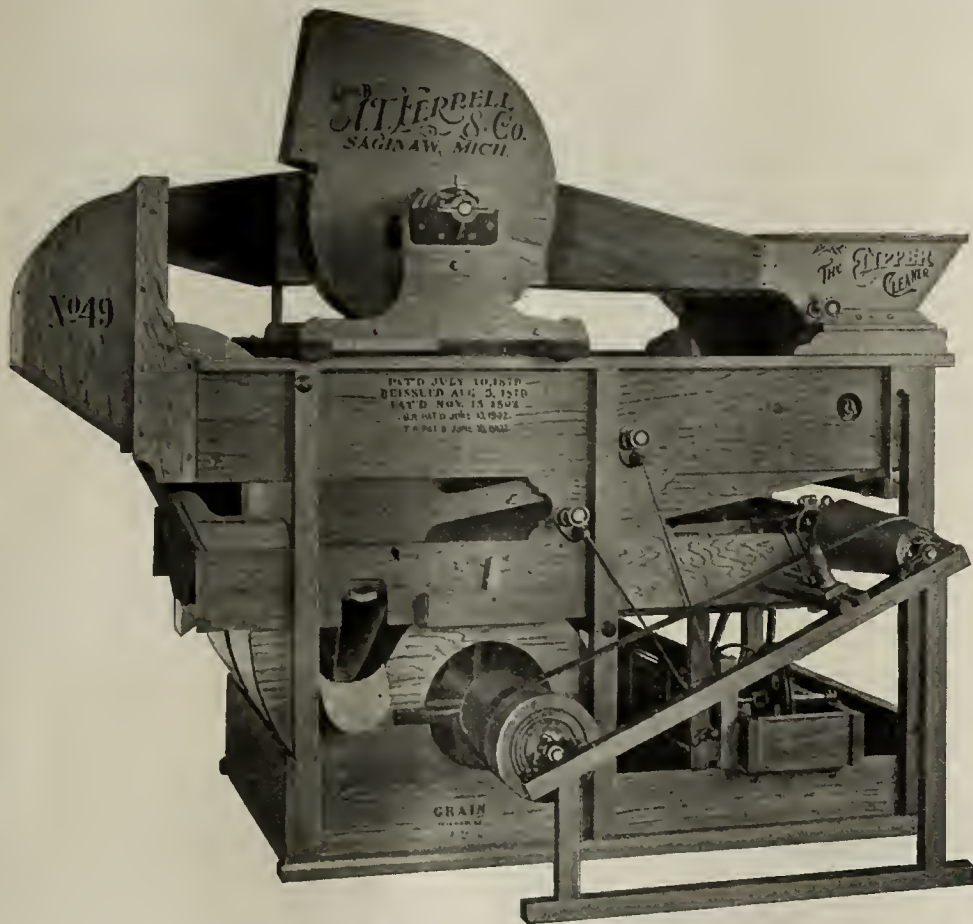
Five of these giant machines are in operation in one house, clipping daily more oats than are consumed in two average size cities in a week.

**THE S. HOWES COMPANY**  
SILVER CREEK, N.Y.

REPRESENTATIVES  
F. E. DORSEY, 4015 Euclid Avenue, Kansas City, Mo.  
J. Q. SMYTH, 1034 W. 32nd Street, Indianapolis, Ind.  
WM. WATSON, Box 661, Chicago, Ill.  
W. M. MENTZ, Sinks Grove, W. Va.  
E. A. PYNCH, 311 3d Ave., So., Minneapolis, Minn.  
GEO. S. BOSS, Jefferson Hotel, Toledo, Ohio



# "Clipper" Grain and Seed Cleaners



The No. 49 Clipper is a first-class grain receiving cleaner for local elevators. It has large capacity, is solidly built, is dustless and will make the most difficult separations. It is simple, strong, convenient and will not easily get out of order. It requires less for repairs than any other grain cleaner on the market and is always ready for business. Ours is the only successful combination cleaner on the market. We give a 30-day guarantee with each machine.

If you are looking for the best cleaner, we would like to show you what we have. Our line of clover seed cleaners is strictly up-to-date. All sizes and capacity. We can furnish machines with Traveling Brushes, Air Controller and all modern improvements. Send for catalog and discounts.

**A. T. FERRELL & CO., - SAGINAW, MICH.**

## The Value of Woven Wire Cloth in Grain Drier Construction

We use **Heavy Woven Wire Cloth** to support the grain in an **ELLIS DRIER** for the highly important reason that **Wire Cloth** unlike a **hot steel plate** will not **parch, meal or discolor the product**. This is due to the fact that wire cloth unlike a steel plate will not hold the heat but dissipates it very quickly.

Sir Humphrey Davies was well aware of this radiative property of wire cloth when he constructed his safety lamp for miners. He surrounded the naked flame of the lamp with **Woven Wire Cloth** and was thereby able to **quickly dissipate** the heat from the flame and keep the surrounding air at a temperature below the ignition point of the fire damp.

Another good illustration is the pop corn roaster and the frying pan. If you have ever attempted to pop corn in a frying pan you will no doubt remember that **even with violent shaking** it was impossible to keep some of the kernels from scorching.

**Heavy Woven Wire Cloth** is an expensive material and if solid or perforated steel plate would turn out a satisfactorily dried product we would use a steel plate construction in our driers, for by doing so we could cut our costs fully 20 per cent.

If you are the prospective purchaser of a Grain Drier demand **FOUR** things:

- (1) A thin, even grain layer, the thinner the better. Our standard driers are constructed with a grain layer only  $2\frac{3}{4}$  inches in thickness and as a further assurance that the grain will be dried evenly we apply the air to both sides of the grain layer.
- (2) A drier which supports its grain with woven wire cloth. A hot steel plate will do injury to the product.
- (3) Continuous feed. It means increased capacity, less attention, more uniform drying, and greater accuracy in removing moisture percentages.
- (4) Return air system, because it is absolutely essential to steam economy.

**THE ELLIS DRIER COMPANY**

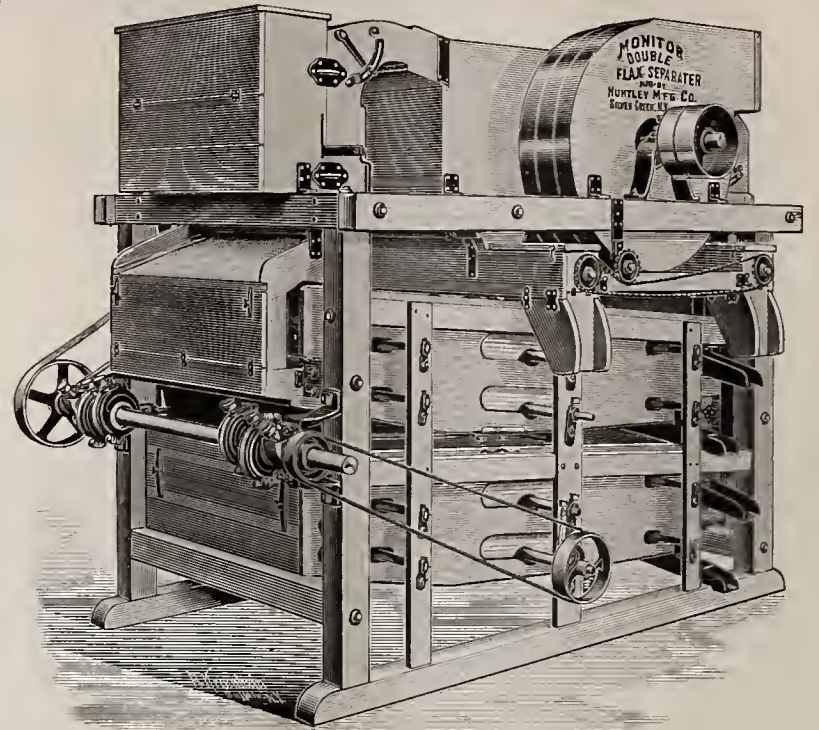
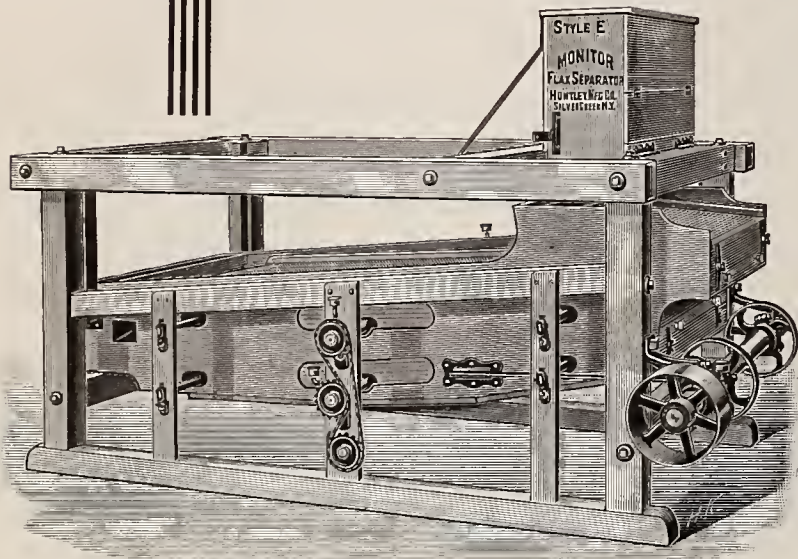
CHICAGO  
U.S.A.

**Grain Driers**

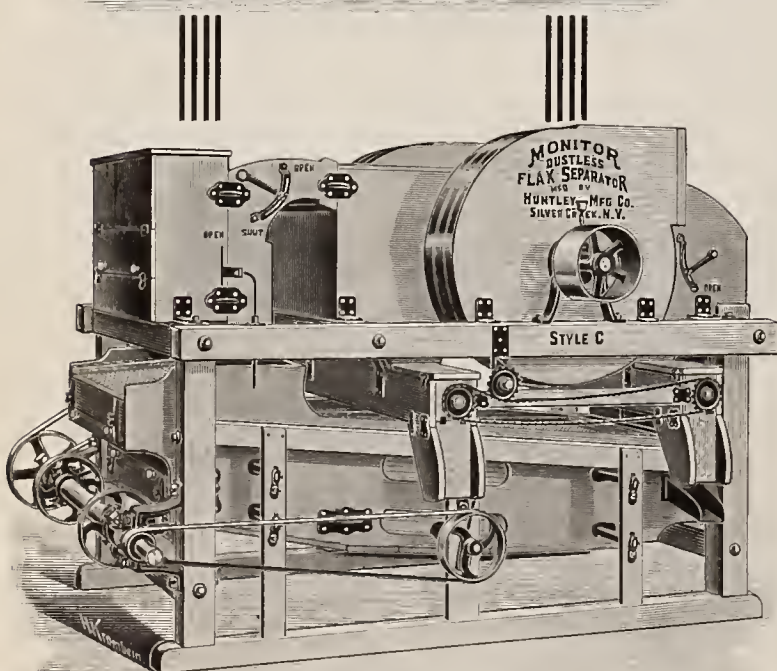
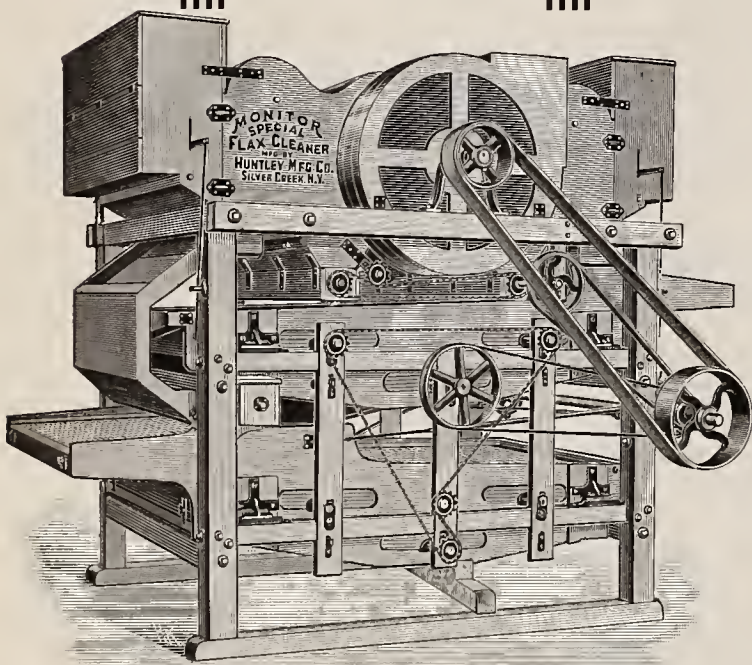
**Oat Bleachers**



# Monitor



## Going to clean most of the world's crop of flax



Of the world's total crop of flax for this year more will be cleaned and prepared for market with our "Monitor" Flax Cleaners than any other make of cleaning machine. This is an impressive statement, and one that shows conclusively that there must be a great merit to "Monitor" Flax Cleaners, otherwise they would not hold their place as the universal favorite. The prestige given our "Monitor" Flax Cleaners the world over is due simply to this fact—we have specialized in the cleaning of flax, and during the past twenty years have originated and perfected several types of "Monitor" Cleaners, each built for a specific purpose—each capable of performing a class of cleaning other machines could not equal. If you are handling flax and are not using a "Monitor" it is a simple thing for us to make this claim for our cleaners—we can simplify and improve your cleaning, giving you cheaper and better cleaning work and in every way show an improvement over your present methods of preparing your flax for market.

Our catalog No. 45 explains the advantages of our "Monitor" Cleaners. You should have a copy.

**HUNTLEY MFG. CO., Silver Creek, N. Y.**

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Portland, Ore.—C. J. Groat, 601 Concord Building  
Wichita, Kansas—J. B. Ruthrauff, 301 S. Lawrence St.  
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A monthly journal  
devoted to the elevator  
and grain interests.

Official paper of the  
Grain Dealers' National  
Association and of the  
Illinois Grain Dealers'  
Association.



Published on the fifteenth  
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Subscription price, \$1.00  
per year.

English and Foreign sub-  
scriptions, \$1.75 per year.

VOL. XXXII.

CHICAGO, ILLINOIS, SEPTEMBER 15, 1913.

No. 3.

## New Storage Addition to Rock Island Terminal Elevator

Rapid Construction of 1,000,000-Bushel Unit—Concrete Work Finished in Thirty-two Days—Handsome Office Building Erected in Twenty-one Hours—Many Difficulties Due to Location Overcome—Daily Progress of Work

In the August issue of the "American Grain Trade" we presented to our readers an illustrated description of one of the large concrete elevator units which had been added to the storage of the two Kansas Cities during the season just closing. Nearly 5,000,000 bushels of new concrete storage has been erected in the two communities to take care of the great rush of Western crops which is now reaching large proportions in its movement.

This month we have added another illustration to

the record showing the new 1,000,000-bushel addition to the Rock Island Terminal elevators of the Armourdale Yards of the company. In 1906 the Macdonald Engineering Company of Chicago, erected at this point, the last large steel elevator that they have built. Steel at that time was making a strong bid for favor in elevator construction. Tile had had its day and concrete was struggling for recognition. The Macdonald system of steel-bin construction had reached its zenith of perfection and stood a strong

chance of keeping in the lead. The process of fabrication and erection has been systematized and simplified to such an extent that the contractors were enabled to erect the bins having 700,000 bushels storage, shown in our illustration, in thirty working days.

Every pound of steel entering into the construction of the building had been fabricated in a temporary shop fitted with many tools especially designed for this purpose and the contractors felt that



TERMINAL ELEVATOR OF THE CHICAGO, ROCK ISLAND AND PACIFIC RAILWAY AT KANSAS CITY, KAN.  
Designed and Constructed by the Macdonald Engineering Company, Chicago.



they were in shape to enter into the field of steel construction in earnest, but the day of steel plate bins was passing and concrete was in its infancy, and so it has come about that when extensions and additions were needed to this plant, which in itself is one of the most modern in Kansas, the steel construction was not even considered for a moment.

Early in January of this year the Macdonald Engineering Company were commissioned by the Rock Island Railway, to make ready and put in operation by July 1, a first class modern concrete elevator, which should not only be complete in itself but should operate in conjunction with and as an extension of the present steel plant as one unit. This necessitated a large amount of overhauling and revamping of all machinery in the present plant, including the elimination of all rope drives and the complete electricification of all of the transmissions, including the installation of a separate generator for operating both plants.

The property available for the new plant was irregular in outline and already obstructed to some extent by a bleacher plant which had been erected on the site a few years previous. In order to get the full 2,000,000-bushel capacity, every square inch of the property had to be utilized to the fullest extent

regardless of its shape. The location of the buildings is always menaced by danger of overflow from the Kaw River. In 1905 the water was 12 feet deep over the tracks at this point. It, therefore, became necessary to keep the lowest point of the grain storage above this limit.

As soon as frost conditions would permit early in March, the work for the new plant was begun. The plans originally contemplated making the foundation slab a spread footing covering the entire area under the building. Owing to the uncertain nature of the soil revealed by the excavation it was found necessary to change the scheme entirely and make use of piles for the support of the structure. At this point it looked as if the date of completion would have to be postponed as 3,000 wooden piles could not be procured and driven without consuming considerable time. Fortunately the Raymond Concrete Pile Company were found to have two drivers immediately available in the vicinity and in six days after the decision for piles was announced, the Raymond steel pile shells were piercing the site. In five weeks thereafter 2,200 concrete piles were receiving the first consignment of foundation concrete and by April 24 the entire substructure was ready for the bin walls.

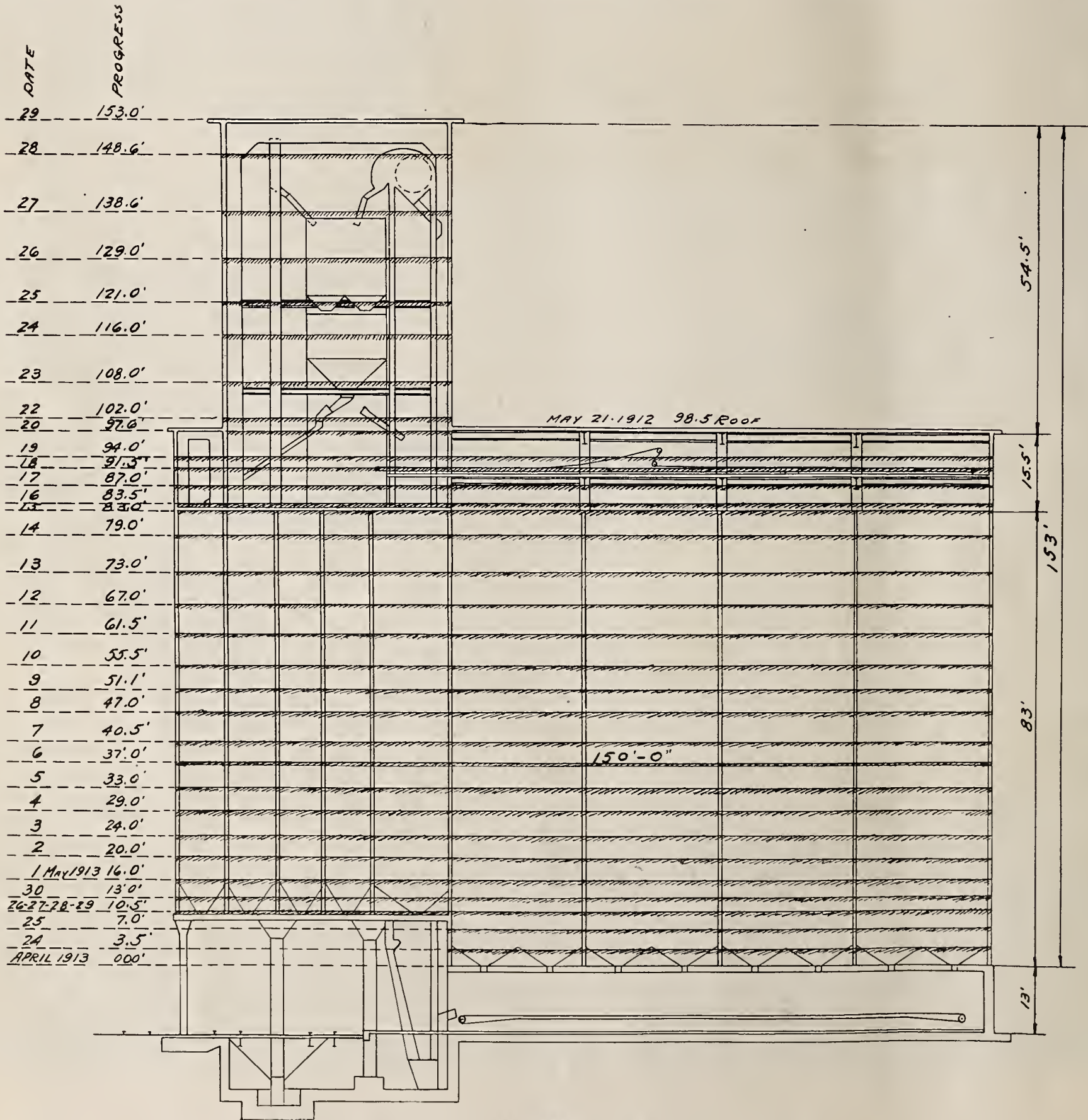
The inexorable law in elevator building, the law

which altereth not, is the law of speed. The elevator builder must go into his job on his high gear and keep there until the finish. A flat tire is fatal to him who would build elevators, therefore, the speed record is always interesting, not only to those who are putting up the money but to the casual observer, and the fellow on the other job.

On the sectional diagram herewith, is shown the daily progress of the moving forms from the start on April 24 to the finish on May 30, when the last spoonful of concrete was placed on the cupola roof. On June 1 grain was delivered into the bins and during July the great stream continued to pour until the entire million bushels' capacity was utilized to its limit.

The general arrangement of the building admits of two receiving tracks passing through the first story and under the overhead bins of the working end of the house. The storage is divided into one-hundred bins, twenty of which have a capacity of 30,000 bushels each, the remaining eighty bins ranging in capacity of from 2,000 to 8,000 bushels each. There are two large shipping and two receiving elevator legs, which are connected in the cupola with four scales and four garners each having a capacity of 2,000 bushels.

The storage bins not reached by direct spouting



ELEVATION SHOWING DAILY PROGRESS OF THE CONSTRUCTION WORK



are served by means of 36-inch belt conveyors, both top and bottom, and are arranged so that all grain in storage may be delivered to either the receiving or shipping legs. A reversible transfer belt is es-

the interior trim and the installation of the second floor or ceiling.

The general transmission machinery was supplied by the Webster Manufacturing Co. of Tiffin, Ohio,



CONCRETE OFFICE BUILDING ERECTED IN TWENTY-ONE HOURS

ablished between the two buildings in a steel gallery located in top of bin story and by which all grain may be transferred in either direction from one building to the other.

A special sacking department equipped with an automatic scale has been provided on the rear end of the building adjacent to the shipping track on that side of the house. The supply of grain for the sacking bins is obtained from the overhead belt conveyor.

Car shipments are made through bifurcated loading spouts to a shipping track located under an awning on the outside of the building. Provision is also made so that cars on either of the inside receiving tracks may be loaded in like manner. The house is equipped with a complete equipment of dust collecting apparatus installed by the Day Company, of Minneapolis, who also provided the dust collecting installation for the steel building. All of the different machinery transmissions throughout the building are independently driven by electric motors which may be operated either by the 360-kilowatt generator installed for this purpose, or by an outside supply of current which is at present being obtained from the Municipal Company of Kansas City. The drying and bleaching plant has also been changed to operate electrically and in conjunction with the machinery of the new building.

An interesting feature of the new plant is the reinforced concrete office building illustrated herewith, which in a striking manner suggests wonderful possibilities in the use of this material for the rapid construction of small buildings. The office has a ground dimension of 22 feet by 32 feet and is two stories high. The upper story in this case is not intended for occupation as much as for storage of surplus documents which accumulate around a business of this kind. The first story, however, is divided into five rooms with the usual equipment of doors, windows, ventilators, chimney, cashier's racket, and other openings. The remarkable feature of this job was that the entire building above the foundation was built in 21 hours, including the pouring of the roof, the setting of all doors, window and frames for other openings. This time of course, did not include the removal of the forms but it left the structure complete with the finish practically as shown in the illustration, ready for

the sheet iron work including all elevator legs, spouting, etc., was supplied by the Skillin & Richards Manufacturing Co., of Chicago. The belting throughout the entire job including renewals in the

MINNESOTA CHANGES GRADES

At a recent meeting of the Board of Grain Appeals of Minnesota, several changes were adopted which, it is predicted, will bring a much better price of grain to the shipper than has been possible under the old laws.

One of the most important of the changes is that the sampler must furnish a true and correct average sample of each carload, and then the inspector shall establish the grade upon that sample instead of upon the poorest quality of grain found in the car when the same was found to be unevenly loaded or plugged. By the old method the shipper would frequently lose a grade on an entire carload for a small quantity or "pocket" of inferior grain.

Another change of importance is that hereafter wheat shall be cleaned before it is graded, tested and docked, instead of being graded first, then cleaned and tested, and the dockage determined from the impurities cleaned from it. This too will effect a very material saving for the shippers, as grades were often lowered on account of the dust which took from the brightness of the grain, and because of the amount of dirt and chaff which surrounds it. The new grades thus established will be more accurate and therefore higher.

The Board also took up the question of the amount of moisture in wheat necessary for "no grade," or which would make it dangerous to store. The generally accepted amount has been for a long time 13 per cent, but the Board believes that under certain conditions a much higher percentage of moisture would not materially affect the value of the grain. To ascertain the facts in the case and not rely upon guess work or superstition as in the past, a thorough test is to be made of grain in bins, as previously reported in the "American Grain Trade," the grain ranging from 13 to 20 per cent of moisture. All of these bins will be watched closely, and it is hoped that this scientific inquiry will raise the amount of moisture which grain can legitimately contain without danger. The tests will

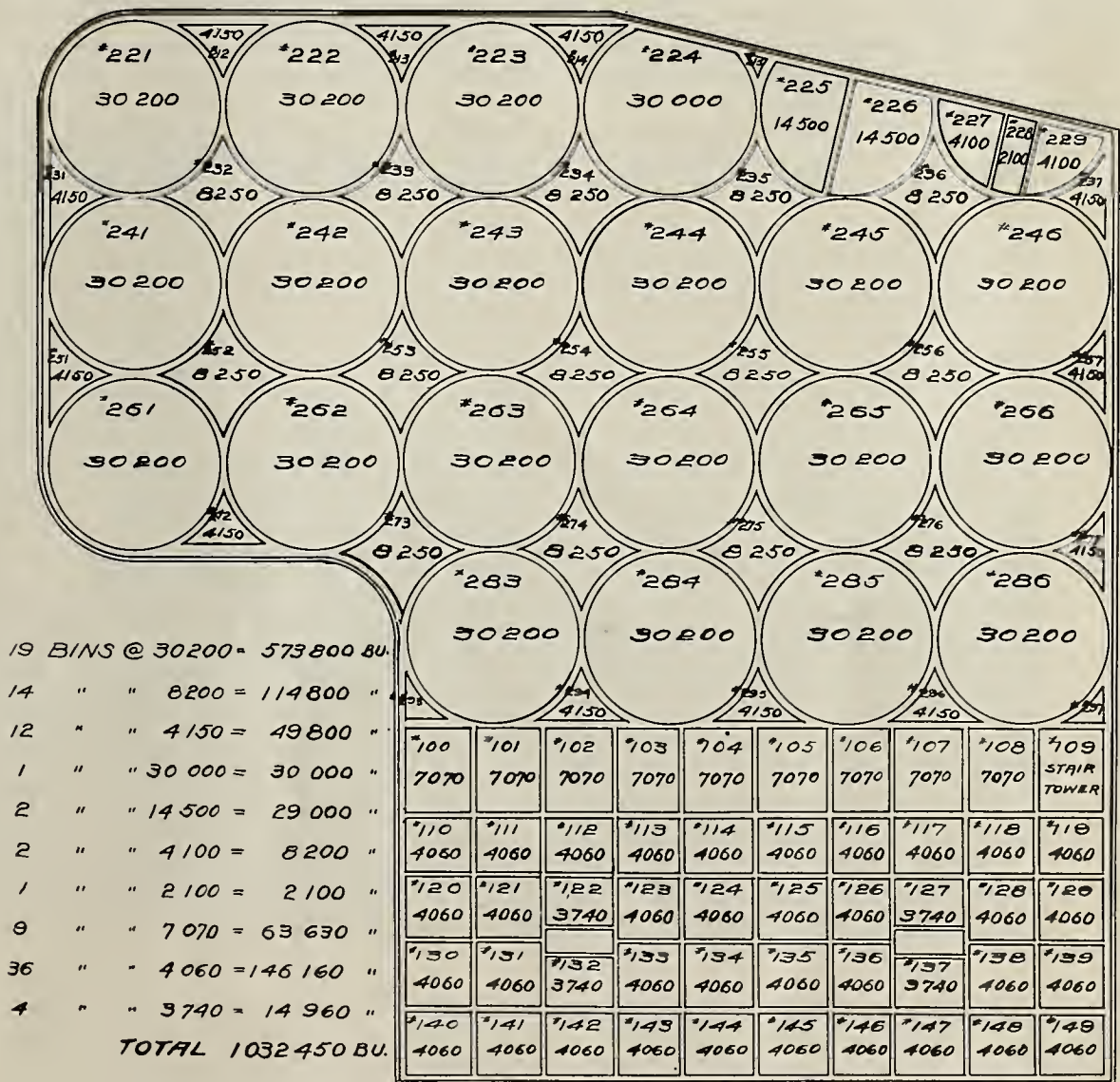


DIAGRAM SHOWING ARRANGEMENT OF BINS AND THEIR CAPACITIES

old elevator was the R. F. & C. brand supplied by the W. S. Salisbury Company, of Chicago. The elevator is operated by the J. Rosenbaum Grain Company of Chicago, Kansas City and Fort Worth.

be under the direction of C. H. Bailey, cereal technologist at the state experiment farm at St. Anthony, whose services have been loaned to the Board by the State School of Agriculture.



## The Aftermath of the Big Floods

A Journey Through the Recently Flooded District of Ohio with a Camera—How the Grain Fields Were Affected—Their Present Appearance—Many Contrasts Presented in Different Levels

By FELIX J. KOCH

It's a triteism, old as the hills, that one doesn't miss the water till the well runs dry—and in the great south Ohio flood belt, all the way from Dayton to the Ohio River, in the Buckeye State, and again in the neighboring commonwealth of Indiana, grain men and millers have only recently been brought to fully realize the havoc done by the freshets. Realization came when the torrent had subsided and the water was gone.

To begin with, the elevators and the mills themselves have suffered incalculable damage. For obvious reasons many mills stand at the very river-side or on the banks of the brook, and it was there that the current hit hardest, sweeping all before it. Sides were dashed in, machinery carried off; the huge millstones, suddenly released from their long-accustomed support, yielded to gravity and impulse and went rolling hither and thither, crashing down frameworks whose own supports, too, were loosed by the flood. Sacks of grain, sacks of flour, were carried off, willy-nilly, to be torn on wreckage out in the waters, and their contents set floating off to parts unknown.

Nor was reconstruction easy. In the aftermath of the Ohio floods there was left over everything an ooze that settled often to a depth of more than an inch. In addition to leaving irremovable brown stains, this ooze gave out a sickly odor, so nauseating that men could not work at it long before giving up. Labor, too, was at a premium in this work of reconstruction, until finally the state had to step in and fix a maximum scale. Thus rich and poor both had equal chance at hiring men for such labors as cleaning and removing debris where, before, the rich had speedily outbid the poor and then waged merry bidding wars between themselves. Millers and grain men of smaller capacity could get labor as cheaply as did those of the big establishments in the ruined cities.

The source of supply for the current harvest year

hauling pebbles—especially for men downhearted over the loss of home and family.

In other places the play of the waters was such as to carve the grain fields that grew in the rich river valleys into miniatures of the Grand Can $\tilde{o}$ n or of



"MINIATURES OF THE GRAND CANON"

the geyser fields in the Middle Basin of the Yellowstone National Park. You could find cones, chasms and can $\tilde{o}$ ns, or tubes as for geysers, breaking up what had previously been just one smooth, level grain field.

Naturally there has been no time, as yet, to overcome all this ruin. It is only by journeying down

where the flood hit the hardest, and here too the wagons hauling new-cut grain are absent, thanks to the havoc.

By and by you reach the Great Miami, the prime source of the damage. Seventeen miles from Cincinnati—the nearest city of any size—the great, broad river that should water the grain fields in the early springtime just sufficiently to leave them fertile for its deposits, is now dry in the old course, and a broad gravel bed runs out on the flats which were given to grain, and the wild mustard and the horse-weed have pre-empted all these. The corn land, too, is destroyed by the pebbles of the flood and only the long lines of Lombardy poplars remain to tell of the roads in the fields for hauling grain

to the mills. One side of the huge bridge over which went much of this grain in transit is now washed away, and one is still forced to take a sandy, temporary road in the gravel flats to another bridge across the river to Venice.

The little town with its picturesque Methodist church and spire and other churches, has been notable as a center for its grain crops. In the flood all the place, four homes excepted, was under water, one house having six inches depth on its floors. The quiet, pretty village, with the hills of grain all about it, is only now estimating its loss. The harvest-home park, the white farmhouses, all resound with tales of the loss to the grain.

Then one rides up the heights and into the untouched country. 'Round about you is the wheat—some in ear, some in shock. Just as in France the grain is full of the scarlet poppies and in Germany the corn-flowers persist in filling the wheat, so here the rye and the oats-stubble is full of a lovely blue larkspur, in height of bloom when the stubble is short. You overlook the very flat valley, with the far hills across, and get bird's-eyes of how that land makes its miniature Garden of the Gods at points. Chicken hawks soar over the grain fields, watching for field mice. Then you turn, and the corn and wheat fields of the heights greet you. On and on they stretch—in sharp contrast to the ruined fields in what had always been the richer neighboring valley!

Records for the deliveries of grain from the farms to the primary receiving points have been broken several times this season. During one week 21,861,000 bushels were delivered, which was 17 per cent over the corresponding week of the year before and over 20 per cent over the average for the past five years. During the five weeks after the first of July 54,000,000 bushels of wheat alone were shipped from the farms to the receiving points. This was only the beginning of the harvest but the strain upon the railroad even then began to be felt and there was considerable complaint of car shortage.



"THE UNTOUCHED HEIGHTS"

was practically annihilated. Where the seed grain was in, it was wiped out and away by the flood-tide. Where it was not washed out, the lovely wheat field of the year before, or the rye and oats fields adjoining, were covered half a foot deep with round, white pebbles whose only use is as cobble-stones on city streets—and cobble streets are fast going out of fashion. Before anything would grow these must be removed, and that's a weary job, scraping and

from the untouched heights into the flood belt that the harshness of the contrast is really brought home and one realizes what havoc has been done the grain trade!

Eleven miles out of Venice, for example, one rounds into a valley now one tawny, brown, rough field—overflowed land to which death has come with the blanket of pebbles left by the spring flood. A road runs off at the right eleven miles to Hamilton,



## IS GRAIN IN TRANSIT TAXABLE?

Washington tax assessors have threatened to make a test case of the taxability of grain shipments. Balfour, Guthrie & Co. and the Kerr-Gifford Company of Tacoma, Wash., paid, under protest, taxes amounting to between \$4,000 and \$5,000 on grain for which vessels were then waiting, and submitted the protest to the Board of Equalization. The Board was at first inclined to allow the protest, but the county assessor pointed out that every year the question of taxing grain in shipment comes up and that it ought to be settled once and for all.

The terminal markets sell grain for foreign shipment and then go to the country elevators and farmers for their supply to fill these orders. The grain is shipped to Tacoma or other terminals and put into elevators where it is cleaned and made ready for reshipment. The elevator man claims that the wheat is virtually in transit even though held temporarily in storage and as such is exempt. The assessors claim that all the grain held in storage at the time the assessment is made is taxable. The point at law seems to rest upon whether or not the grain was actually sold before being brought to the terminal depot, and each case will probably have to be adjudged upon the showing of the books of the company relative to this point.

The assessors are at pains to declare that their insistence in this particular instance is not because of any feeling toward the firms which made the protest, but assert that a test case is the only logical manner in which the point can be satisfactorily and definitely settled.

## AN ELEVATOR TAKES A RIDE

A serious wreck on the Great Northern Railway at Crary, N. D., occasioned loss of life or serious injury to several passengers on August 20 when an express train buried itself in the side of the Duluth Elevator and carried that substantial building some ten feet before coming to a standstill. For some days heavy rains had fallen in the vicinity and when the Oriental Limited approached the station at Crary the engineer saw that the rails had spread

the elevator, carrying the first four cars with it. The tender and baggage car overturned and the coach behind plunged into the wreck, so that the building sustained two separate blows which dislodged it from its foundation. The cars were left at an angle, the nose of the overturned car and that

## URGE REMOVAL OF CORN DUTY

To prevent great quantities of high grade wheat being ground up into feed for stock during the winter, the grain men and millers of Kansas are bringing all the pressure they can bear upon Congress



Courtesy of the "St. Paul Dispatch"

THE DULUTH ELEVATOR AT CRARY, N. D., AFTER AN EXPRESS TRAIN HAD STRUCK IT

of the smoker buried deep in the side of the elevator, as may be seen in the illustrations.

Fire for a time threatened to add to the work of destruction on the building, one of the rear coaches catching fire and three being destroyed before the flames could be extinguished. Traffic on the main

to have the duty on Argentine corn removed or suspended so that the grain from that country can be used to support the cattle during the winter months. Without this duty, State Grain Inspector George B. Ross is reported to have said, corn from South America can be delivered to the farmers and stock raisers of the Southwest at about 10 cents per bushel less than the present market price. It is even asserted that the Atlantic Coast States can import this grain via Liverpool, pay the duty and save money.

There are great herds of cattle and droves of hogs in Kansas which are facing a hard season unless wheat is used for feed or other grain can be imported cheaply enough. At present corn and wheat are worth about the same amount, and as wheat has more food value, according to a prominent stock raiser, than corn of like bulk, Kansas farmers are figuring that they can save money by having their wheat ground into feed instead of trying to dispose of it on the market. As the wheat is of particularly high grade this year and a very even run throughout the state the millers and grain men are much interested in this development of the effects of the corn crop failure.

Many elevators throughout the Southwest, and particularly in Kansas, are figuring on installing machinery for the purpose of grinding wheat. Feed for fattening is already becoming scarce in the state and very inferior grades have been shipped in and sold, some of the oats, according to the state inspector, being so mouldy as to be absolutely dangerous for feed. Scores of cars of high-grade oats are being shipped in daily from Texas, Oklahoma, and Iowa.

The business between the distillers and Kansas farmers is all in one direction for, while the manufacturers of corn whisky are largely dependent on the Kansas farms for their grain, they cannot ship their finished product back to that state for consumption. The short crop of corn this year has made it necessary for the distillers to use a substitute in their product and Kaffir corn is being purchased in large quantities, as it is said that as good whisky can be made from the heads of Kaffir as from corn.



Courtesy of the "Minneapolis Journal"

ANOTHER VIEW OF THE DULUTH ELEVATOR SHOWING RELATIVE POSITION OF THE CARS AFTER COLLISION

and that a wreck was inevitable. He threw on the air brakes and stuck to his post, probably saving scores of lives by his action, and fortunately escaped himself with a severe shaking up. Although the train was crowded, no one but two tramps riding the rods were killed.

When the engine left the track it swerved into

line of the Great Northern was at a standstill until the wreck could be cleared away. The elevator was damaged mainly at its base, the superstructure being untouched. It will be some time, however, and require considerable repair work before the elevator recovers from the effects of its enforced journey.



## The New Abdouline Elevator in Russia

One of the Largest of the Series of Elevators Now Being Erected by the Imperial Bank of Russia—Will Revolutionize Present Grain Handling Methods in That Country—Modern Equipment and Large Capacity—Compares Well with American Elevators

By M. V. VAVILOV

Engineer-Constructor of the Imperial Bank of Russia.

[WRITTEN AND TRANSLATED EXCLUSIVELY FOR THE "AMERICAN GRAIN TRADE"]

The elevator of the Imperial Bank of Russia at Abdouline Station on the Samara-Zlato-Ust Railway, having a capacity of 700,000 poods (421,166 bushels) of grain, commenced work on March 10, 1913, and, in order of opening, ranks as the fourth in the net-

1909 there arrived 589,000 poods (354,382 bushels) of grain at this station by railway.

### CONSTRUCTION OF THE ELEVATOR

The leveling of the ground was begun in August, 1911, on the site bought by the Imperial Bank, as also on the piece of ground where, according to the plan, the roads were to be made. Preparations were then made for building and on the 6th of October, 1911, the work of digging for the foundation of the principal building was commenced.

The work was very difficult from the beginning, owing to the extreme hardness of the ground. Under a stratum of black earth of an average depth of 0.30 sajenes (1.08 feet) followed a stratum of chalk-stone, with solid wedges of sandstone slabs, under which was limestone, the latter about 0.60 sajenes (2.16 feet) thick, mingled in places with chalk-rubble to about 0.20 sajenes (0.72 feet). Deeper.

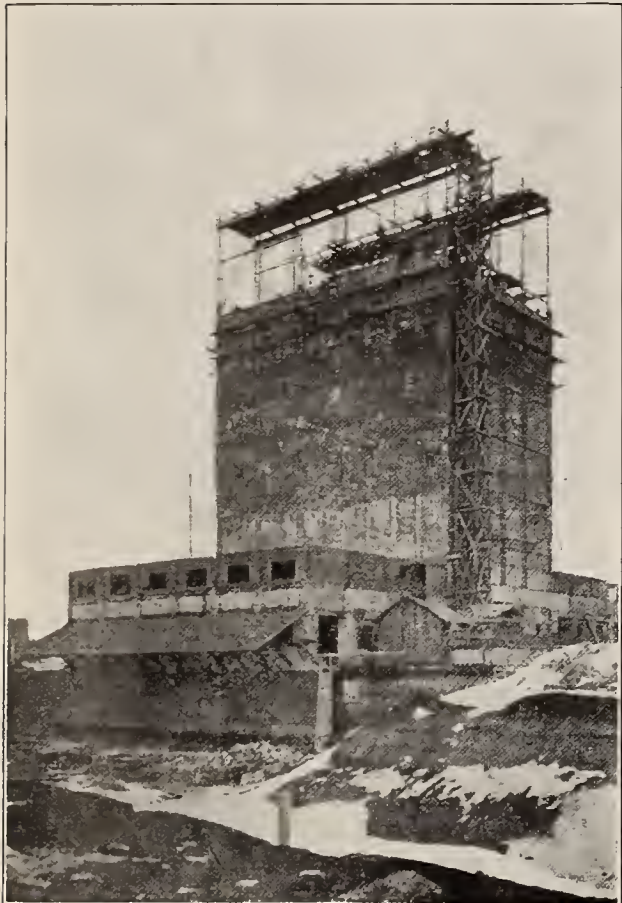
structed, 22 sajenes in length by 12 sajenes wide and of a maximum height of 7 sajenes (110x60x35 feet). The material used for these was round pine logs, boarding and building felt.

In February, 1912, the work of breaking up the ground for the foundation of the principal building was accomplished, and the stone work, laying a natural foundation, was begun. Of this latter there was 137 cubic sajenes (46,991 cubic feet). At the end of May, 1912, the reinforced concrete work was begun, and by March of the present year the elevator was ready for operation.

### GENERAL DESCRIPTION

Besides the elevator on the site belonging to the Imperial Bank, there is a power station and dwelling house with necessary appurtenances. The principal building, the elevator itself (area 195 square sajenes or 9,555 square feet) is composed of three parts; a central part of reinforced concrete (area 68.30 square sajenes or 3,346.7 square feet) and two side wings (area of each 63.35 square sajenes or 3,104.15 square feet). Each of these parts has two rows of deep bins for the storage of grain.

The central reinforced concrete part of the elevator rests on a massive foundation of natural stone, between the walls of which are situated the receiving elevators and the tunnel for the reception of grain from wagons or for loading. Above the tunnel a reinforced concrete bridge has been erected, which serves as an entrance for carts unloading grain, and this entrance to the elevator is joined on



CENTRAL PART OF ELEVATOR NEAR COMPLETION

work which the bank is building in the nine south-eastern governments of European Russia.

The localities adjoining Abdouline Station, the governments of Samara and Ufim, are very fertile grain producing districts, the prevalent cultivation being spring wheat. The harvest gathered here is partly worked in the Abdouline mills and partly transported to farther-off districts at need, such as Moscow, St. Petersburg and the Baltic ports, and to the Western railway frontier. The average shipment of grain from Abdouline Station for the five years 1905-1909 was 1,159,000 poods (697,332 bushels), and the greatest transport reached the figure of 3,880,000 poods (2,334,700 bushels) in the year 1909, of which the different directions of transport are thus divided:

Local .....	28,000 poods (168,700 bushels)
Moscow, St. Petersburg and Baltic ports.....	2,131,000 poods (1,282,160 bushels)
In other directions.....	1,721,000 poods (1,035,168 bushels)

Total ..... 3,880,000 poods (2,334,700 bushels)

In the production of its mills Abdouline is the second in the government (next to Samara) as a flour mill center. Here nearly the whole of the harvests of buckwheat and rye gathered in the surrounding districts and a considerable part of the wheat harvest is ground, so that the shipment of flour from Abdouline Station in some years not only equals the average transport of grain but even exceeds it. In the year 1909 the shipment of flour was 1,512,000 poods (909,720 bushels).

As a market and flour milling center, a large quantity of grain is brought at the present time, both by road and rail to Abdouline. In the year

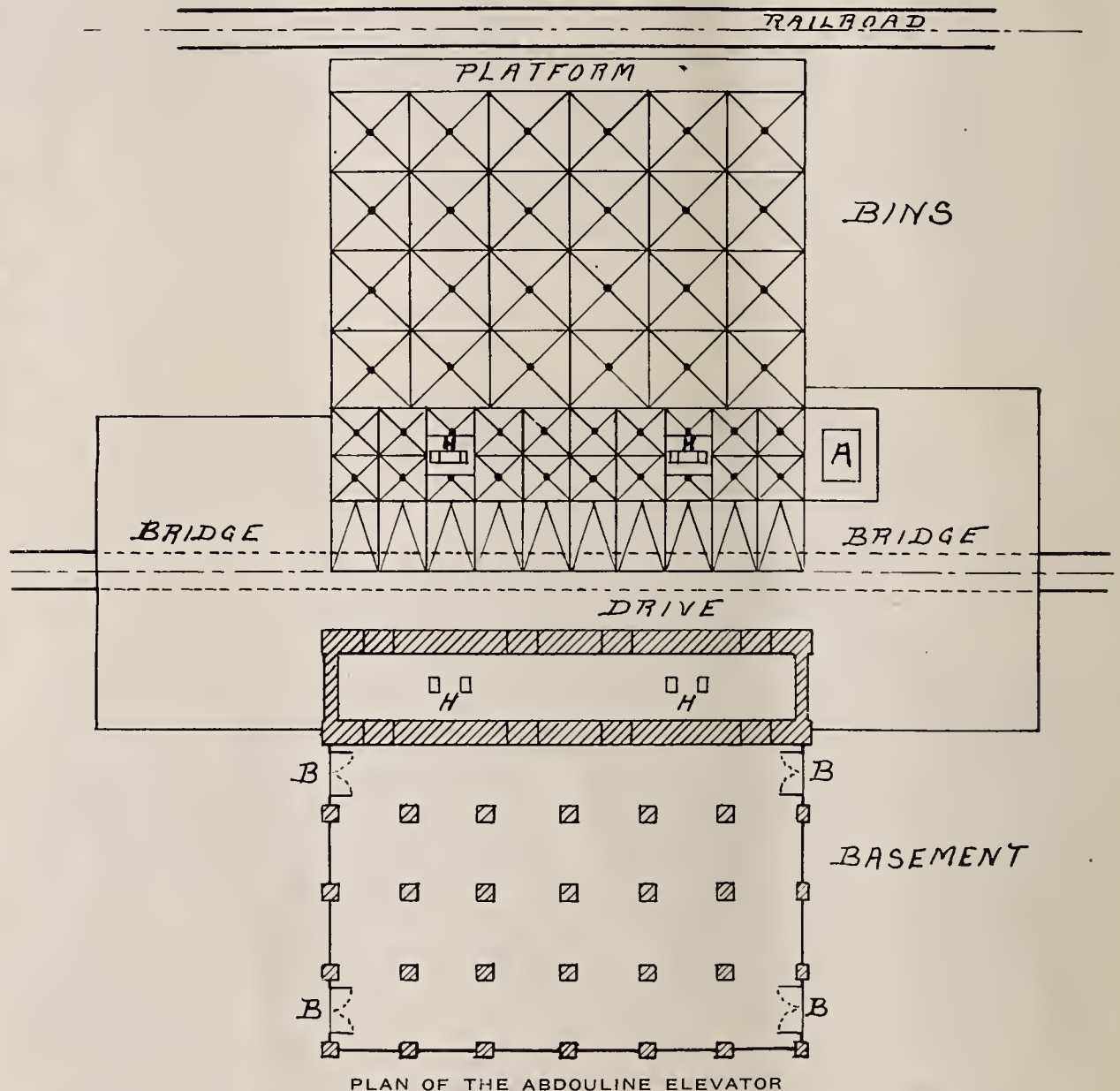
there began immense layers of limestone. Under these circumstances the work met with many difficulties, but at the same time gave full assurance of the building standing on firm ground and would be in no danger from movement or settlement of the foundations.

All the ground work, together with the preparation for the railway track, was about 2,165 square sajenes (106,085 square feet). Part of this was done by day-work and part given out under contract.

Owing to the urgency of the work it was carried out without any delays, summer and winter. At the beginning of winter, warming houses were con-

a level with the ground by the bridge, which is 5 sajenes wide (35 feet). Immediately over the second story, appointed for the reception of grain, reinforced concrete bins are found, the depth of which, after deducting the lower funnels, is 10.64 sajenes (74.48 feet). The outer walls of this part are faced with hollow concrete half-bricks for warmth.

The higher bins are situated in the working-house of four stories, where the operations of cleaning, weighing, and separating the grain take place. This structure represents a skeleton of ferro-concrete with filled-in embrasures in the reinforced concrete





## Theory and Practice in Elevator Management

Showing that Scientific Management Is Known by a Number of Names and the Greatest of These Is "Common Sense"

By G. D. CRAIN, Jr.

walls of six-inch thickness. The tower above is covered with reinforced concrete slabs which are ribbed or fluted, and covered with cork insulation and over the cork with rubberoid. A reinforced concrete additional structure adjoins one side of the tower, in which the lift and a reinforced concrete staircase are placed.

The side wings of the elevator, occupied by wooden bins, rest upon reinforced concrete cross beams, supported by reinforced concrete columns. From the side nearest the railway the columns rest upon a natural stone supporting wall, along which the track is laid for loading grain into cars.

Throughout the building the interspaces between

There was a certain elevator, in one of the really important grain markets of the Middle West, which had made no money for the stockholders for a number of years. Then it was placed in charge of a man who had been in the business, and in that

do so, to the great delight of those who had their money invested in it.

Not long ago, however, bitten with the "scientific-management" bug, which has been particularly virulent in the business world during the past two or three years, the board of directors began to wonder whether, after all, things were not being run on an old-fashioned plan, and whether it might not be well to have an expert, a real efficiency expert, look things over and see if there weren't some leaks which should be stopped. It is only fair to state, incidentally, that the bug which did the biting was guided by a self-styled expert of this sort, who thought he scented a good job in this elevator.

"Surely," he reflected, "this business, which has been run for these fifteen years or so by a back-number, slow and quiet sort of chap, will be easy picking for a man who has read as much about scientific management as I have. I can undoubtedly discover many ways of improving the management of the business, and get a good fee out of the job."

He made somewhat the same sort of talk, more in detail, to the board of directors, and one fine day went out to the plant, armed with a copy of the resolution of the board which authorized him to go over the books and the plant, and with a polite note to the manager requesting that every assistance be given him. The manager read the note and the resolution without any manifestations either of enthusiasm or the reverse, and having shaken hands with the expert, asked him where he wanted to begin.

"Oh, I suppose we might go through the plant, to start with," easily replied the expert, who had never in his life been inside a grain elevator. Wisely enough, he wanted to get some sort of idea of the lay of the land before he began his investigations.

As they passed through the power-house, however, the sight of the big boilers which furnished power to the whole plant gave him a brilliant idea, and he lost no time in springing it.

"By the way," he inquired carelessly, but with vast confidence that the reply would be a mystified request for explanation, "you must use a good deal of coal here; do you test it on the B. T. U. system?"



THE ABDOULINE ELEVATOR AS IT NOW APPEARS

the columns supporting the bins are filled in with reinforced walls, forming closed interspaces under the bins. Between the parallel rows of columns, a thoroughfare is constructed for carts loading or unloading grain.

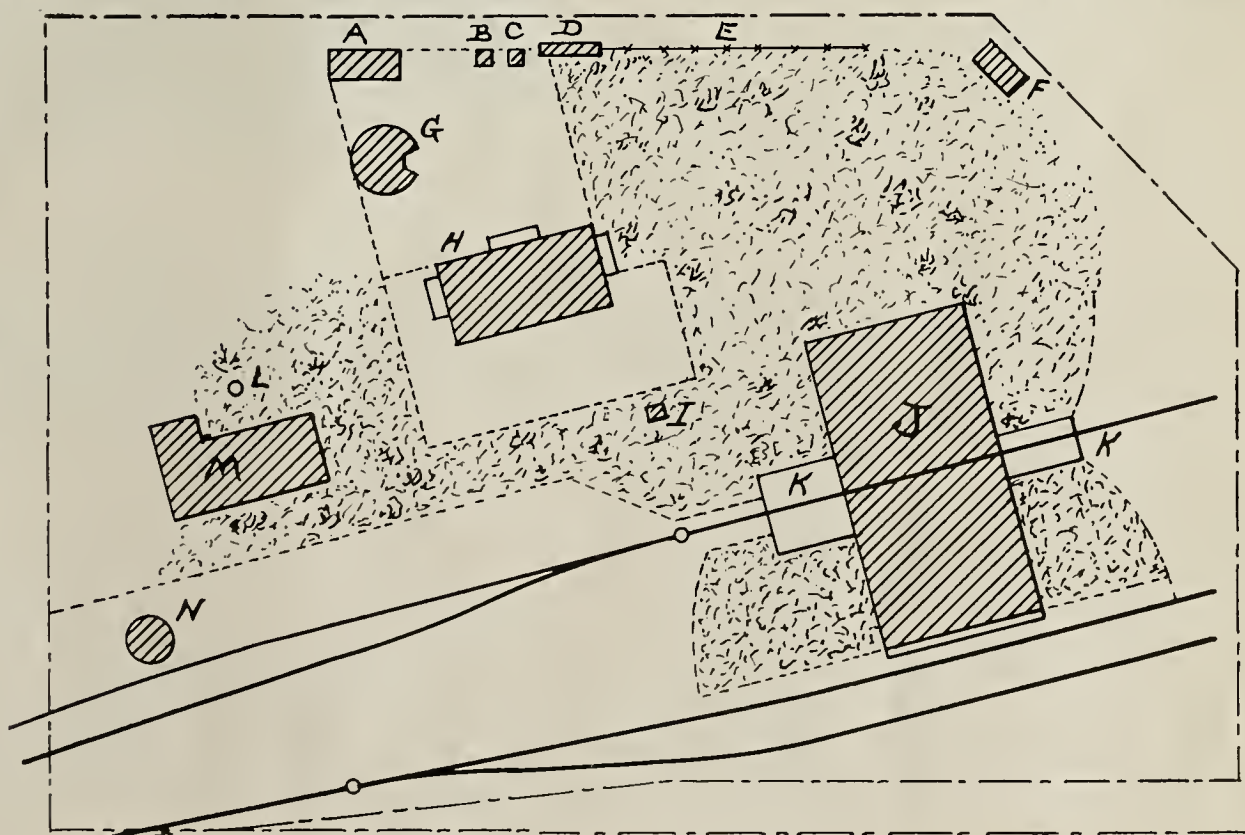
Over the wooden bins are found light garrets with a system of self-flowing spouts placed in them which can be directed to different heights, depending upon the inclination above the bins. The outer surface of the walls of the wooden bins is covered with 12-pound fluted galvanized iron, in order to preserve the grain and wood from falling sparks and atmospheric influences. The garrets are covered with wooden rafters and flat grating of 11-pound galvanized iron.

The greatest height of the elevator from the level of the ground to the top of the cupola in the lift-tower is 21.86 sajenes (153.02 feet). The lowest point of the underground part (the bottom of the elevator well) goes down 4.2 sajenes (29.4 feet) under the level of the ground, so that the full height of the building is about 26 sajenes (182 feet).

[TO BE CONCLUDED.]

During the last week in August the grain shipment from Philadelphia for foreign ports made a very decided gain over those of the week before and the corresponding week last year, bringing the total grain shipments since January 1 to 14,027,019 bushels, a gain of close to four million bushels over the same period last year. The recent shipments went; 104,000 bushels to Liverpool; 40,000 bushels to Glasgow; 32,000 bushels to Hamburg; 16,000 to Antwerp; 96,000 bushels to Rotterdam; and 32,000 bushels to Leith.

particular concern, for a number of years, and he proceeded to make good, given a free hand and his own way by the executive officers and the board of directors. For the first time in its history the elevator began to make money, and it continued to



GROUND PLAN OF THE ABDOULINE ELEVATOR



The manager grinned faintly, although it did not strike the expert that there was any trace of mystification or embarrassment in his manner.

"No, we don't bother any more with the famous British thermal unit," he answered.

"Any more?" repeated the expert, somewhat taken aback, but with a gleam of hope. "Then you used it once, and didn't continue it?"

"That's the idea," responded the manager. "We

wondered how his friend the coal dealer was coming out on the proposition; and they finally talked it over. The latter could say nothing in explanation of the failure of his coal to meet the tests more satisfactorily save that he was furnishing exactly the same coal he had always furnished the elevator, from the same mine. It seemed very mysterious, and it really worried the elevator manager. But the coal man had an idea.

coal, too, in spite of their tests; we'll tag the other the highest-grade coal found in this market, and the third as a fairly good article, not as good as the best, but a little better than the lower grades. Ship them in for testing in that shape, and we shall see what we shall see."

Seeing the point, the manager did this; and a very few days later came back reports from the testing bureau, not to the effect that the three samples seemed to be identically the same in all respects, which it would seem that science should have discovered, but apparently copied from the standard tests and analyses of the coal which they purported to be.

"There's where I discarded the B. T. U. system," finished the manager, "and on the whole, considering the prices I get on my coal, I'm fairly well satisfied that I come pretty close to getting my money's worth, without any tricky testing outfit to cheat for me. Of course, I've got sense enough to see that that little experience doesn't prove anything, one way or the other, as to the real merits of the system; but it does show, to my mind, the unfairness of subjecting your coal dealer to the arbitrary say-so of a concern five hundred miles away, which has got to make some sort of showing to earn its fees. I'd rather take a chance on my general knowledge of coal, and pay a lower price in the market. Well, let's continue our trip," he concluded, dropping the subject.

The expert did not think the matter could be argued to any profit, and they went on through the elevators. Up ladders and over swiftly-moving belt-conveyors they climbed, the expert half suffocated by the flying dust, and wholly bewildered by the maze of elevator legs, conveyors, belts and shafts and a thousand other mysterious obstructions. Once he mentioned electricity, as a drowning man might gaspingly grasp at a straw, and the manager, shouting so that his voice could be heard over the roar of the grain on a score of chutes, said something about the individual motor equipment



MARKETING GRAIN IN NEW SOUTH WALES—AN "8-HORSEPOWER" LOAD

used it not once, exactly, but several seasons; and now we're back on the old basis; we buy our coal at so much per ton, and the deal is completed. We pay no fancy price for a more or less mythical and certainly elusive heat-unit value, and we cheerfully relinquish the chance of a substantial comeback against the coal company by reason of their failure to furnish us coal which makes good on this elusive heat-unit value.

"As long as we're on the subject, I suppose I might as well tell you the whole story. Let's sit down here, and I'll tell you of our experience out here with the B. T. U."

The two seated themselves on the edge of the platform beside the tracks, and the manager told the expert all about it, in the same quiet and almost listless way in which he had conducted the whole conversation; it appeared to be habitual with him, in fact.

It seemed that some three or four years back, when the exact measurement of the heating value of coal began to assume such majestic proportions in the minds of some business men as a means of seeing that they got exactly what their coal contracts provided for, the system had appealed to the manager as one with possibilities in the way of fuel economy, and he had accordingly let his season's contract on that basis. It was not a large contract, compared with some in the city, nor, on the other hand, was it so small as to be entirely ignored by the coal companies in the city. In fact, there was pretty keen competition for it.

The bills of the company amounted to as high as \$1,500 a month during the height of the season, and ran as low as \$300 in the dull period. One coal concern had been selling a fairly satisfactory low-grade coal to the elevator for a number of years, and when the manager informed this concern that he had decided to adopt the heat-unit system of buying coal, it cheerfully acquiesced, and presented its analysis and its bid with the others who decided to try for the business.

It got the contract, as it happened; and then the testing concern, in a distant city, which kept the elevator informed as to the way the coal was running, began to earn its fees. Week after week the tests reported showed a failure of the coal delivered to conform to the contract provision on the subject; and the manager was accordingly pleased, for he found that his coal was not going to cost him much under the new system although it seemed to be just as good as ever for all practical purposes.

Being a fair-minded sort of person however, he

"I'm not kicking, or anything of that sort," he said, "but I wish you'd give this little scheme a try, and see what comes of it. It's getting along toward the end of your contract year, now, and that testing outfit must know that you're disappointed in the way my coal has acted, however well-pleased you may be with your rebates, dog-gone you! If you send them a couple of samples



MARKETING GRAIN IN NEW SOUTH WALES—AN OX TEAM

of coal of another sort they'll gladly analyze them for you, and test them, too."

The manager agreed that this was probably true, and the coal man accordingly suggested that he furnish the samples. He took the manager down to the elevator's bins, where a lot of the last delivery of nut and slack lay, and had a quantity shoveled out. Following the approved methods for selecting a testing sample, he took out not one, but three different pulverized lots, placed them in separate cans, and turned them over to the mystified elevator man.

"Now," he said, with a grin, "we'll label one of these truthfully, as my coal—and it's pretty good

which operated the elevating legs serving the extra storage space, and the conveyors handling the grain to and from the drier.

When they got out the expert took several long breaths, the first he had had for nearly an hour, and feebly suggested that he would like to look at the office. No, he had no suggestions to make, off-hand, about the plant; but the bookkeeping system might be interesting. And, in fact, he found it so. He was accountant enough to see that there were things to be taken care of here that he knew nothing about; but he was not an elevator accountant, by any means, and if there were any improvements possible in the system, worked out by



the manager himself, he was unable to suggest them; and he manfully said so.

"That's all right, young fellow," answered the manager, with the first full-grown smile the expert had seen him wear. "I'll tell you, though, for your own information—you can put it in your report to the board, if you want to—that I've stumped my toes over the various accounting kinks of this business enough to know where they are; and that accounting system is the result of that experience. I'm a pretty good theoretical bookkeeper myself, and I'm a fair elevator man; and it takes just that combination to formulate a successful system for a grain-handling plant. Confidentially," he continued, still smiling, "I think I've done it."

When the board paid the confidential bill presented by the expert, and received his report, which was rather lengthy, considering that he had no changes to recommend, and highly commendatory of the manager in charge, some of the members were inclined to think that they had not received their money's worth, and to murmur accordingly. But they were soon silenced.

"Doesn't it show," scornfully asked one of those who had been worst bitten by the scientific management bug, "that our plant is already as efficiently operated as it could be? And isn't that what we wanted? I'm satisfied."

And, as a matter of fact, they had reason to be. They did not know it, but scientific management is nothing but the application to a given situation of the most practical and efficient methods; and their manager met this requirement to a "T," as do most successful men; but he would not have confessed to "scientific management," by a good deal.

## DELIVERING GRAIN TO MARKET IN NEW SOUTH WALES

Among the things of interest in connection with the grain trade of New South Wales, as seen by George T. Burrell on his recent visit to that country, was the manner of getting the grain to market.

"Farming," said Mr. Burrell, "in that country is up-to-date. It is on a much more modern plan than methods of grain handling at the terminals. It is not unusual to find a farm with 50,000 acres of land, while 1,000 acres is considered a small farm. White labor is employed on the farm and land is worth from \$5 to \$20 per acre. Special locations are of course worth more money, but good new land brings from \$5 to \$20.

"The problem of the farmer is getting his grain to market. The hauls range from 6 to 30 miles, and it is not unusual to find a farmer with 60,000 bushels which must be taken a distance of 30 miles to

the nearest terminal or railway station. To make this haul he makes use of either oxen or horses or motor wagon. As each bag generally holds about three bushels, a motor wagon load such as shown in the illustration would consist of about 660 bushels. A wagon would average about 600 bushels. When the distance is considered, it is apparent that

shipped from there by the A. B. Crouch Grain Company consisted of 38 cars, all of which were consigned to New Orleans. A week later a second trainload of 46 cars started its eastward journey, and 36 cars of oats were sent out a few days later.

And still the end is not in sight. It is confidently predicted that 2,000,000 bushels of oats alone will



MARKETING GRAIN IN NEW SOUTH WALES—A MODERN STEAM TRACTOR

the transportation problem is a serious one for the New South Wales land owner who lives in the interior.

## A MILLION DOLLAR GRAIN COMMUNITY

Temple is the big railroad center of Bell County, Texas. If you look on the map you will see it marked in very black ink with lines like a spider's web radiating from it. But you cannot see on that map the vast field of red rust-proof oats which have made the Texas grain fields famous throughout all the South.

This has been a record year in that part of Texas for oats and wheat, not only for the size and quality of the crop but for the cash returns as well. When the new crop began to come in it was shipped in trainloads to New Orleans and points east of the Mississippi River. The first solid train of oats

be handled from Temple this year. Besides the oats there will be about 75 cars of wheat and many cars of corn and other grains. The Bell County oats are in great demand for seed purposes, from California to the Atlantic seaboard, and a large part of these shipments will eventually find its way back into the ground.

While a large proportion of the oats trade is handled by the Crouch Grain Company, the Childress Grain Company and the C. W. Barrett & Son establishment also do a very large grain business in Temple, handling both local grain and great quantities from northern Texas.

The appearance of the oats in many sections of the Southwest this year has been deceitful as viewed from the passing trains. But closer examination showed that while the stalks were small, rain came in time to fill out the grain, and both wheat and oats are large and heavy weight.



Courtesy of the "Temple Telegram"

A 38-CAR SHIPMENT OF TEXAS OATS FROM TEMPLE, TEX.



## The Corn Acidity Investigation

Results of Tests Conducted by H. J. Besley and G. H. Baston, Under Direction of Dr. J. W. T. Duvel, in Charge of Grain Standardization, Bureau of Plant Industry, U. S. Department of Agriculture

Investigation of corn acidity has been carried on by the Office of Grain Standardization, United States Department of Agriculture, for a period covering the past three years. Nothing of the results and very little concerning the nature of the work has been made public. It is the purpose of this article to acquaint the grain trade in a general way with the work covered by the Office of Grain Standardi-

out of condition, and damaged contains more acid than corn which is sound, in good condition, and free from damage, because the agencies which cause deterioration of the kernel as a whole, automatically decompose the fats in the germ and liberate or develop from them compounds with stronger acid properties.

The amount of acid found in corn can be accu-

In a general way, the investigation also shows that the degree of acidity is directly proportional to the percentage of damage and to the commercial grading at terminal markets, and inversely proportional to the percentage of germination; that is, the lower the percentage of damage, the lower the acidity; the better the commercial grade, the lower the acidity; and the lower the percentage of germination, the higher the acidity. Drier experiments show that there is no material change in the acid content of the same corn before and after drying. Although it will not be attempted in this article to give detailed results, the charts and information below will serve to introduce to the grain trade the significance of corn acidity investigation and to bring before them the possibilities of the acid

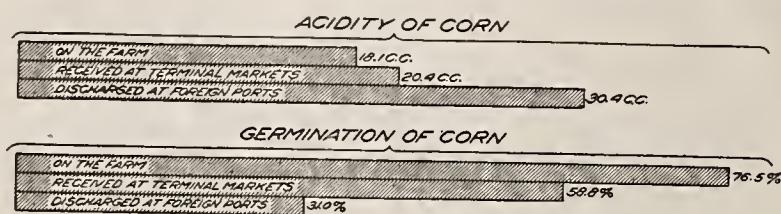


Fig. 1

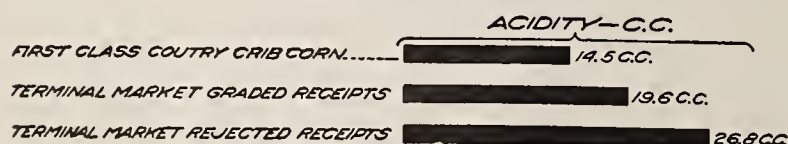


Fig. 2

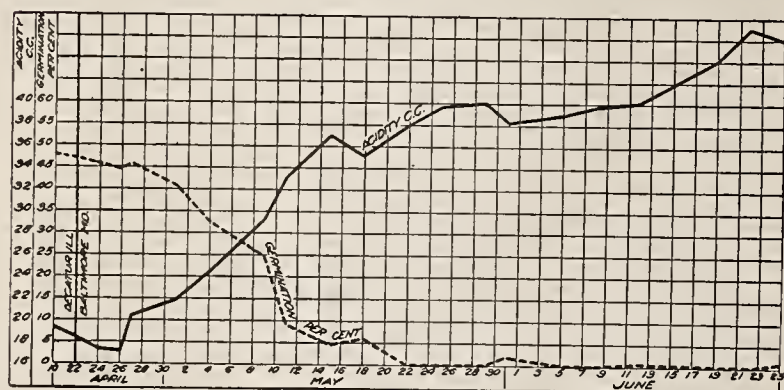


Fig. 5

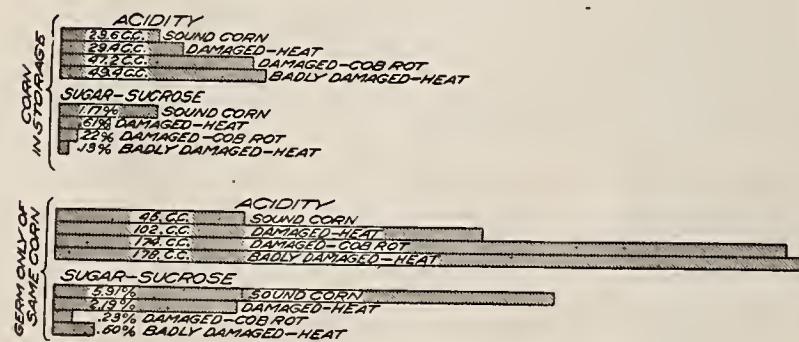


Fig. 6

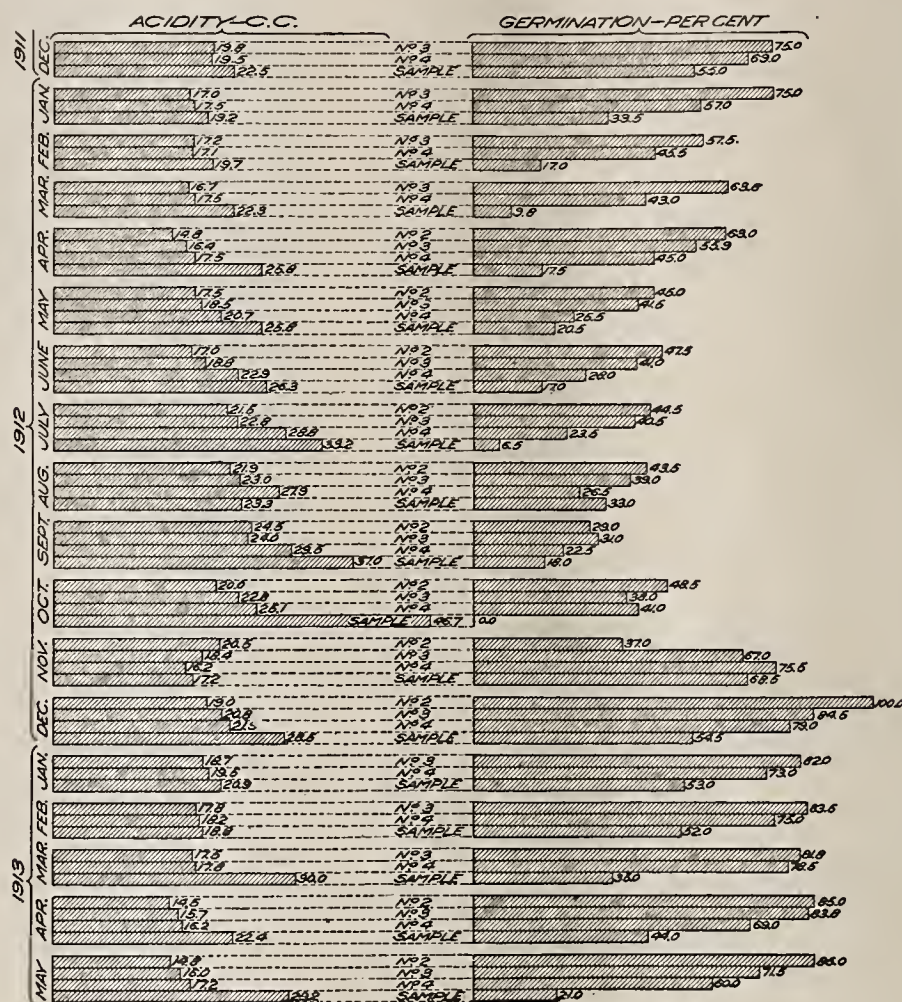


Fig. 3

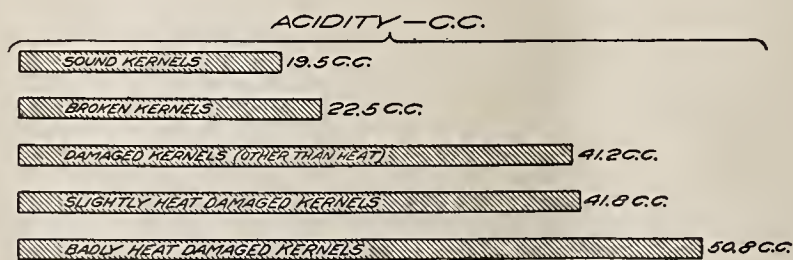


Fig. 4

DIAGRAMS SHOWING RESULTS OF GOVERNMENT INVESTIGATION OF CORN ACIDITY

zation in corn acidity investigations and to place herewith for their information a brief summary of the more important results.

The investigational work was undertaken with a view of learning the range in the acidity of commercial corn, and to ascertain the reliability of the acid test as a factor in determining the soundness of corn. In order to give a clear understanding of what is meant by "acidity of corn," it may be well to explain here that corn acidity does not refer to an adulterated or to an unnatural and deleterious substance which has been added, but to natural acid-reacting substances which all corn contains and which impart to it a certain degree of acidity. These substances are present throughout the kernel but the greater part by far are found in the germ and are known as fats. Fats are unstable organic compounds which are easily decomposed, and when decomposition takes place substances are formed which are known chemically as fatty acids. It must be clearly understood that corn which is unsound,

is measured and is referred to as the "degree of acidity" of the corn. The degree of acidity is expressed numerically as c. c. (cubic centimeters). For example, 14 c. c., 16 c. c., or 22 c. c. means that 14, 16, or 22 cubic centimeters of alkali solution of known strength (tenth normal) was required to neutralize the acid in 100 grams of corn.

Acidity determinations have been made on several thousand samples representing corn on the farm, as received at and shipped from country elevators and terminal markets, as loaded at seaports for export, and as discharged at foreign ports, together with representative samples of special lots of corn used in experimental work of storage, drier, and transportation, carried on by the Office of Grain Standardization. The investigations show that there is a wide variation in the amount of acid existing in commercial corn and that this acid can be accurately measured. It establishes as a fact that corn which is sound and free from damage contains less acid than unsound or damaged corn.

test as a factor in determining the soundness of corn.

Figure 1 shows the variation in acidity and germination of corn as found on the farm, as received at terminal markets, and as discharged at foreign ports. The deteriorating effects of transportation are here clearly shown, both as to acidity, which is so largely determined by damage, and which is shown to increase 66 per cent in its journey from the farm to the foreign port of discharge, and in its ability to germinate, a loss of a trifle less than 60 per cent.

In Figure 2, the ratio of acidity to damage in corn is shown, the first line showing the normal acidity of the grain as it is found, fresh-shelled, in the country corn crib. The second line, representing an acidity of 19.6 alkali units, is taken from the graded corn of the terminal market. The third line represents the amount of acidity in rejected receipts of the terminal market, an increase of 86.2 per cent over the normal.



The third figure, which describes the average acidity and average percentage of germination of grades, by months, of corn received at a terminal market from December, 1911, to May, 1913, inclusive, shows many interesting features. Attention is called to the increase of acidity and the decrease of germination from the high to the low grades, and to the decrease of acidity and the marked increase of germination upon the arrival of the new crop in November, and also to the marked increase of deterioration in germination which the element of time seems to play, the old corn falling to as low as 6.5 per cent in July and to nothing at all in the low October grade, while the acidity is at its lowest six months after the harvest.

Figure 4 shows the difference in acidity in corn as affected by damage to the grain arising from different causes and carried to different degrees. The chart represents an analysis of about 3,000 cars received from December, 1911, to May, 1913, inclusive. This chart indicates the capacity of heat for breaking down fat into fatty acids.

The fifth figure represents change in acidity and germination of a carload of corn used in transportation and storage experiment. Corn was loaded at Long Creek, Ill., April 10, 1912, and arrived at Baltimore April 22, 1912, and was held on the track until in a badly heated condition, June 25, 1912. The great damage to the corn is shown to result in this case to the heating, for the damage to the grain during transportation was inconsiderable.

Figure 6 also contains material of much interest. It represents corn under various stages of deterioration and was made from the results of a special storage experiment. It shows the amount of acid proportional to the degree of deterioration, and that where there is an increase in the amount of acid there is a corresponding decrease in the amount of sugar, and it shows further that the source of increase in the amount of acid is mostly in the germ. It will be noted that the normal acidity of the germ is almost twice that of the whole grain and that the increase is proportionately greater in the germ upon deterioration. The diminution of the sugar content bears a similar relation, that of the germ decreasing in greater proportion in the germ than in the whole grain.

## FEDERAL CORN GRADES ANNOUNCED

The result of the investigations of Dr. J. W. T. Duvel and his assistants in the Grain Standardization office of the Bureau of Plant Industry, U. S. Department of Agriculture, relative to standard grades was announced during the past month in the form of a list of tentative grades for corn. These grades and accompanying rules are as follows:

Grade classification—white, yellow and mixed corn.	Maximum percentage of moisture.	Maximum percentage of damaged corn, exclusive of "heat damaged" or "hogany" corn.	Maximum percentage of foreign material, including dirt, cob, finely broken corn, other grains, etc.	Maximum percentage of "badly broken" or "cracked" corn, not including finely broken.
No. 1	14.0	2	1	1
No. 2	15.5	4	1	1
No. 3	17.5	6	2	2
No. 4	19.5	8	3	3
No. 5	21.5	10	4	4
No. 6	23.0	15	5	5

Sample: See General Rule No. 6 for Sample Grade.

### GENERAL RULES

- The corn in grades No. 1 to No. 5 inclusive must be sweet.
- White corn, all grades, shall be at least 98 per cent white.
- Yellow corn, all grades, shall be at least 95 per cent yellow.
- Mixed corn, all grades, shall include corn of various colors not coming within the limits for color, as provided for under white or yellow corn.
- In addition to the limits indicated, No. 6 corn may be musty, sour, and may also include corn of inferior quality, such as immature and badly blistered.
- All corn that does not meet the requirements of either of six numerical grades by reason of an excessive percentage of moisture, damaged kernels, foreign matter, or badly broken corn; or corn that is hot, heat damaged, fire burnt, infested with live weevil, or otherwise of distinctly low quality, shall be classed as sample grade.
- In No. 6 and sample grade, reasons for so grading shall be stated on the inspector's ticket or certificate.
- Finely broken corn shall include all broken particles

of corn that will pass through an 8x8-mesh wire sieve, the diameter of the wire to be twenty-five thousandths of an inch.

9. Badly broken or "cracked" corn shall include all broken pieces of kernels that will pass through a 4x4-mesh wire sieve, the diameter of the wire to be thirty-six thousandths of an inch, except that the finely broken corn as provided for under Rule 8 shall not be considered as badly broken or "cracked" corn.

10. It is understood that the damaged corn; the foreign material, including cob, dirt, finely broken corn, other grains, etc.; and the badly broken or "cracked" corn, as provided for under the various grades, shall be such as occur naturally in corn when handled under good commercial conditions.

11. Moisture percentages, as provided for in these grade specifications, shall conform to results obtained by the standard method and tester as described in Circular 72, Bureau of Plant Industry, U. S. Department of Agriculture.

Although the investigation has been thorough and complete and has lasted a long time it is announced that they will not be regarded as fixed or final until after a formal hearing has been held in Washington. The date of this meeting will be announced later but it will probably take place some time in October. The wide interval of time between the announcement and the final authorization will allow grain dealers to consider the grades carefully and formulate desired recommendations.

## A NEW "MIDGET" MARVEL MILL

So many of the elevators about the country have used the 25-barrel "Midget" Marvel Mill successfully that an announcement by the Anglo-American Mill Company, Owensboro, Ky., of their Model No. 2, the 50-barrel "Midget" Marvel will be read with considerable interest, as a number of the satisfied users of the smaller model have already installed a second mill or are figuring on increasing their capacity.

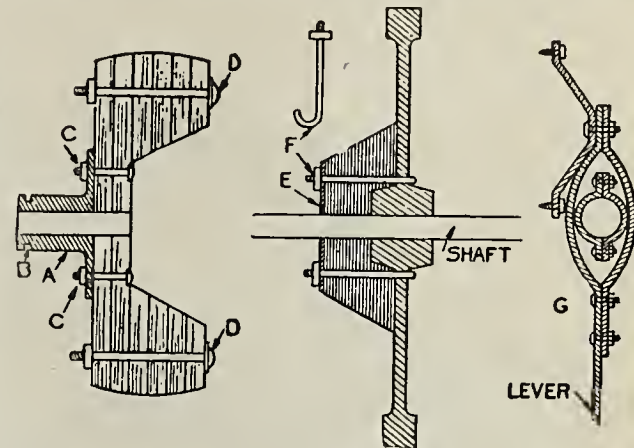
A 50-barrel "Midget" Marvel has been used in England for about two years. Mr. Tattersall, the inventor, introduced it there and it has become as popular as the 25-barrel. Before introducing the mill to the American trade, however, the Anglo-American Mill Company decided to make a number of exact experiments on centrifugal dressing and

rated, it has shown between 55 and 60 barrels per day. The whole operation is accomplished with the driving power of a 6-inch belt.

The company is elated over the results that have been attained and are naturally enthusiastic over the possibilities for elevators and flour mills which have a limited power at their service. There are many elevators to which this announcement will be of interest, and the saving of power which the mill claims as one of its distinguishing features certainly warrants full investigation.

## A HOME-MADE FRICTION-CLUTCH PULLEY

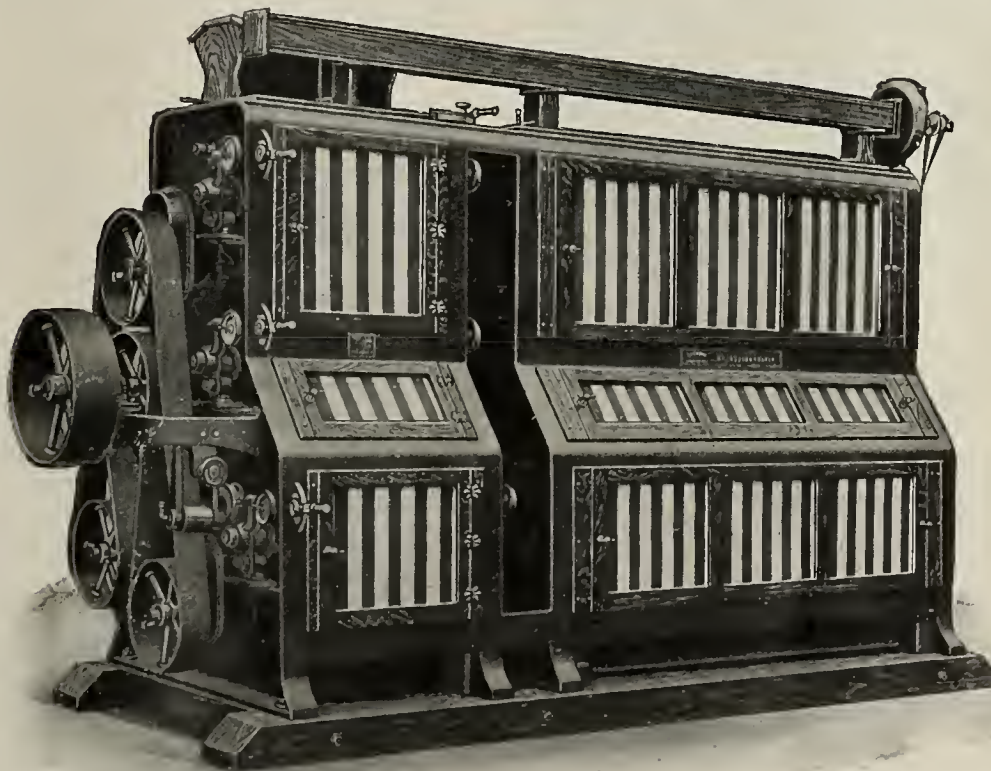
It is possible to construct a friction-clutch pulley from ordinary material found in most shops. The one shown in the illustration, was used on a gasoline engine to start and stop the line shaft and is



A HOME-MADE FRICTION-CLUTCH PULLEY

described by *Popular Mechanics*. The piece A is a part of an old lawn mower wheel, which had the rim cut off and a groove, B, 1/2 inch wide and 3/8 inch deep, turned in the hub.

The flange was drilled for four 3/8-inch carriage bolts, C, which hold the two first circular pieces of hardwood to the piece A. These pieces should be placed so that the grain of the wood will be crossed. The pulley is further built up of circular pieces or segments of wood to the desired thickness, always



THE NEW NO. 2 "MIDGET" MARVEL MILL

other features that American millers are particular about, and under the supervision of Mr. Little, the president of the company, these have been conducted with the result that several minor changes in the English model have been made which have brought surprising results.

On the first test, the original 50-barrel mill made a barrel of flour out of four bushels and 22.7 pounds of wheat, or over 41 pounds of flour to the bushel, a fine straight grade flour that is said to compare favorably with many of the standard patents. Instead of 50-barrels capacity at which the mill is

crossing the grains in laying each layer. The subsequent layers are fastened with bolts D.

The cone part is built up of fiber and, when completed, should be of such size and shape as to fit the turned part in the pulley, the sloping surface being a trifle larger, so that the cone will grip the surface before it reaches the bottom of the hole. The fiber is clamped to the flywheel, or other wheel, with a metal disk, E, and bolts, F. A split collar and yoke, which fits into the groove B, was made as shown at G, and with it the pulley can be set into or thrown out of motion.



THE GOVERNMENT ELEVATOR AT PORT  
ARTHUR NEARS COMPLETION

The Dominion Government Grain Elevator at Port Arthur is nearing completion, and from present indications will be able to handle grain by the end of this month. The structural work is now finished and most of the machinery is on the site and is now being put in place. One force of men is at work installing the high potential power line to the plant, while another is laying tracks which will give the Canadian Pacific Railway access to the elevator. The Canadian Northern Railroad already has its



THE NEW 3,500,000-BUSHEL GOVERNMENT ELEVATOR AT PORT ARTHUR, ONT., AS IT APPEARED ONE MONTH AGO

tracks laid into the elevator and arrangements will be made later to give the Grand Trunk Pacific Railroad a similar connection. A view of the foundations of this elevator appeared in the April issue of the "American Grain Trade."

It will be operated by electric power throughout, and a separate motor has been installed for each machine. Twenty cars can be unloaded simultaneously, the unloading capacity of the house being about forty cars per hour. An interlocking device connecting the valves of the car hoppers prevents any possibility of mixing the contents of one car with that of another. The normal loading capacity to boats will be about 75,000 bushels per hour, but for the first hour this can be increased to 115,000 bushels.

The working house towers to a height of 185 feet above the water level. It contains seventy-five circular bins of about 7,000 bushels capacity each, fifty-six interspace bins of 3,000 bushels and thirty-six outerspace bins of 1,500 bushels capacity each. Its total capacity is about 750,000 bushels. The storage house has seventy circular bins, each twenty-four feet in diameter and ninety feet in height of 30,000 bushels capacity, together with fifty-four interspaces of about 8,000 bushels capacity each, giving a total capacity in the storage house of 2,500,000 bushels. Thus the total capacity of the elevator is 3,250,000 bushels. In designing the elevator especial provision was made for a large number of bins of small capacity for storing small lots of grain that may require separate binning.

The working house is equipped with ten hopper scales of 2,000 bushels capacity, with a garner of equal capacity over each scale. The elevator legs are as follows: Five for receiving, five for shipping, five for cleaning, one for screenings, one for drying, one for oats, and two for flax. Fifteen sets of receiving cleaners are provided for cleaning oats, wheat, and barley, and fifteen additional cleaners can be installed when they are needed.

At the south end of the working house a drying plant is installed in a separate building. This has a capacity of 48,000 bushels per day, and is for drying damp, tough, or wet grain and putting such grain in condition for storage.

## A History of Grain and the Grain Trade of the World from Remote Ages

By JOHN MCGOVERN

Author of "The Fireside University," "Hospitality," "Paints and Pigments," "Trees," "An Empire of Information," Etc.

## CHALDEA'S DAUGHTERS (CONTINUED)

It was beneath the dignity of the prosperous farmer to accept interest; it was equally humiliating for the prosperous landowner to profit by a loan without rewarding his benefactor. Hence the gift

naturally be 12, 24, 48, 60, yet, on wheat it was 33½ per cent. That is one-third. In a deed of the eighth year of King Nabonidus (afterward taken prisoner by Cyrus), a farmer acknowledges the debt to Idinimarduk of principal and interest amounting to 133 cor, 2 ephahs of Wheat. The 33.2 was exactly equal to 33½ per cent on a principal of 100 cor. The same high rate was charged in Egypt. Loans of Wheat brought much higher interest than loans of silver, but nearly all interest reached 20 per cent. Why a special rate existed for Wheat is not explained in the records, but it existed from the earliest times, and was not an invention of the private bankers. Seed wheat is the most costly form of that kind of perishable property. In the earliest days the lender may have furnished the seed free, by the increase of which the repayment of the real loan was made at harvest.

## EARLY FINANCE.

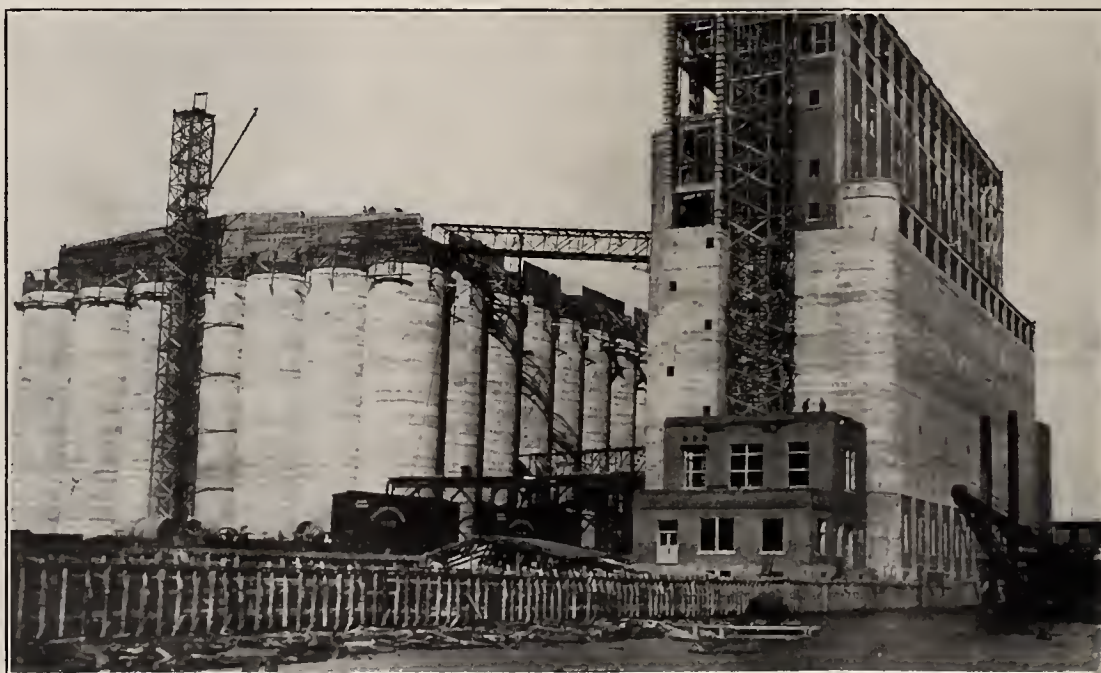
There is a tablet by which fou. gan of standing Wheat, part of the lands of the god Samas the field of Arad Ulmassitu, the son of Taribu, is rented by Arad Ulmassitu and Amil Mirra, the son of Usati, for one year to cultivate. . . . At the day of harvest they shall give back the field, and like right like left (*i. e.*, in equal shares), pay the Wheat of the rent of the field." This is like a stockholder in two modern corporations doing business for both.

## ORIGIN OF THE LAW COURTS.

When an important contract was concluded, the parties stood in the gates of Samas (the god's temple), and the thing was over, "from mouth to money"—sometimes a long way, as we all know. We here see how naturally the law court sprang up.

## WAGES.

Contracts for labor show that there were free laborers at an early day. A son is hired from his father for a year, the father receiving 600 measures of Wheat, a quarter in advance. Two youths are engaged for a harvest, receiving 300 ka of Wheat that go to the mother. There is a penalty named



THE ELEVATOR AT CLOSE RANGE, SHOWING DOCK AND TRACK ARRANGEMENT

to take interest on a loan granted for seeding purposes in a year of famine. The reader should note that famines were far more frequent in the regions where usury developed than in the land of the Nile where the laborer was usually sure of a large ration of Wheat. Circumstances alter cases. Morals come with climate.

## HIGH RATE OF INTEREST ON WHEAT.

The Chaldeans and their successors counted by twelves and sixties—from them we get the hour and the circle measurements. Interest would

for a breach of this contract. In a case where a man makes his own contract to labor, the wage is a third of a shekel monthly. Ten ka of Wheat are a daily wage. The laborer could get a house for one-sixth of his wages—a high degree of material comfort.

## CITY TAXES IN WHEAT.

The city taxes were called "the interest of the city." A tablet notes that, in a certain transaction, "the interest of the city is one artaba, or one as), of grain in all. In order to describe the interest on a



loan it is often contrasted with the rate of city taxation. It was usual to describe the area of the land by the quantity of Wheat required to seed it.

## CURRENCY.

When a man in Babylon made a contract, say for the delivery of Wheat, its receipt was stipulated for May (after the harvest), with due allowance for time needed in transportation. Such a contract circulated as cash. One contract stipulates that, if a woman shall not have delivered the Wheat at the time stipulated, she must pay money at the market price in Babylon.

## AT NINEVEH.

Contracts made at Nineveh in about the same times show that not much Wheat was grown there. There were fields of flowers and perfume makers who borrowed and leased.

[TO BE CONTINUED.]

## A FREAK IN CORN

Almost every state fair has on exhibit some specimen of grain, deliberately cultivated under the freak class. Luther Burbank and others have grown



Courtesy of the "Milwaukee Free Press"

## PERFECT EAR OF CORN GROWN FROM THE TASSEL

some varieties which, if they did not have scientific backing, would also classify as monsters of nature. But when nature herself sets out to do a job of real freak production all the scientists have to take off their hats.

One of the most peculiar and unusual of corn growths was recently discovered in the garden of Mrs. M. Z. Dibble of Oconomowoc, Wis. The ear was perfectly formed so far as the grain itself was concerned, but it had no husk. Perhaps this was a lady ear and she was trying to keep up with the present style of dress, slightly overdoing it in her enthusiasm. But the eccentricity did not end here. Instead of growing from the stalk as all respectable corn has done in all ages, this ambitious ear sprang from the head of the stalk on one of the tassel stems, brazen in its prominence and nakedness.

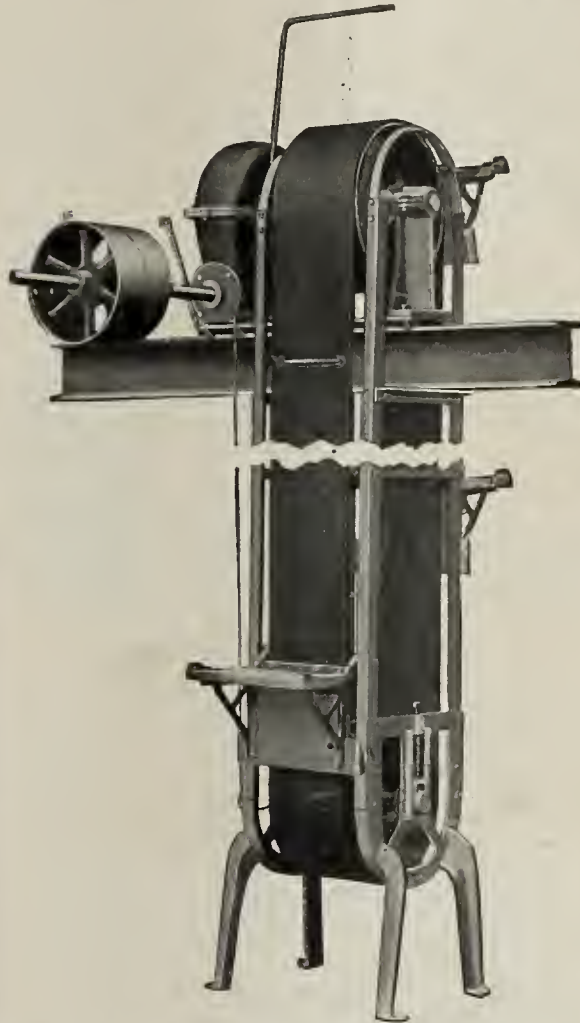
The corn was of the King Philip variety and the rest of the crop showed no abnormalities whatever.

Grain is now being shipped from Kansas City to St. Louis by boat and the new line is said to be well patronized.

## SAVING TIME BY A SERVICE ELEVATOR

The necessity for time and labor saving devices in grain elevators is becoming more and more recognized by the progressive men in the trade. Time is now figured as money, and time saved is money saved.

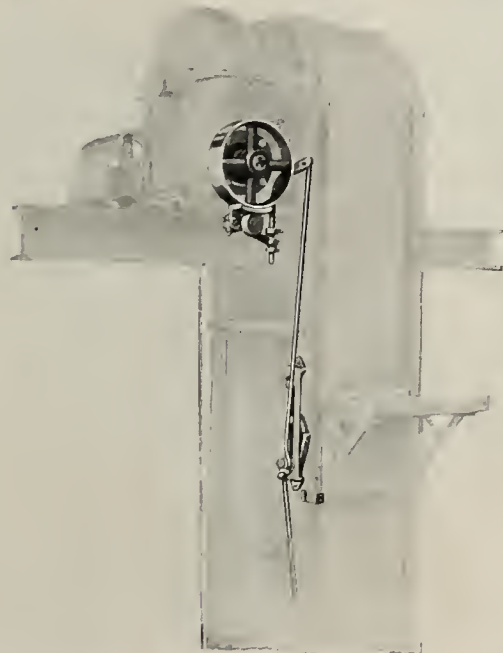
One of the admittedly best devices for time saving



## THE NORDYKE & MARMON SERVICE ELEVATOR

in establishments, both large and small, is the Service Elevator, which has been in use for some time but recently brought to a high grade of perfection in the new device of the Nordyke & Marmon Company, Indianapolis, Ind., which is claimed to have several features that are distinctive and of the greatest value.

The Service Elevator consists of the operating



## TOP OF SERVICE ELEVATOR SHOWING SAFETY DEVICE

mechanism, located at the top; head pulley, faced with adhesive covering; adjustable foot pulley; structural steel angles connecting the head and foot and serving as guides for the steps; and a rubber belt to which the steps and hand-hold bars are attached. All of these are clearly shown in the accompanying illustration.

The power transmission is by a double pitch worm screw and worm wheel, running in an oil bath. The worm wheel is said to be 45 per cent

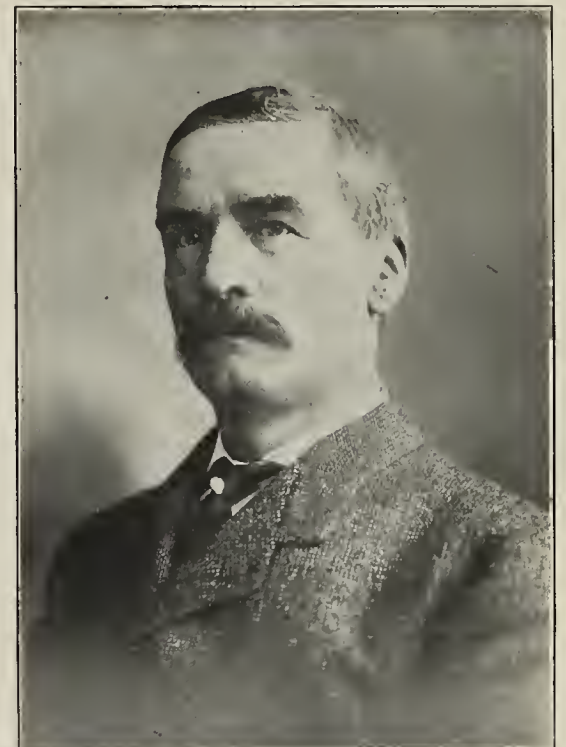
greater diameter than any wheel used before. Any danger of disalignment is asserted to be impossible, the worm being contained in a substantial cast iron housing with a strong iron sub-base. In fact, the head pulley and shaft and worm screw drive comprise one unit.

All bearings and shafts are of large size and are provided for thorough lubrication. Take-ups at the foot of the shaft elevator care for the belt slack. Cast iron spacers hold the steel angle guides in place, adding to the stiffness of the already substantial structure. No wood is used except in the steps.

An attachment for the Service Elevator insures safety even though the passenger neglects to get off at the top floor. When the step reaches the point shown in the picture the safety stop is depressed and this in turn operates levers that simultaneously shift the driving belt to the loose pulley and apply the friction brake. These operations are said to be positive and rapid, and the device is invaluable for the protection of owners and operatives.

## MINNESOTA PIONEER PASSES AWAY

One of the oldest and best known figures in the Northwest grain trade, James Marshall, died at his home at Lake Minnetonka on September 8, after an illness of several months duration. Mr. Marshall



## THE LATE JAMES MARSHALL

was one of the pioneers in the grain trade of Minneapolis and was at one time president of the Chamber of Commerce in that city.

His whole life practically has been spent in the trade and it was while he was employed by a Minneapolis concern in 1863 that he got the name, "Father of Cash Wheat," which has stuck to him ever since. At that time James J. Hill was employed by the same company, and James Marshall then showed some of the characteristics which made both men famous when he made the first cash wheat purchase ever made in the Northwest.

Mr. Marshall leaves a host of friends who will mourn his death even though the three score and ten mark had been passed long since. Among the older generation of traders in the city he was known and admired, and his loss will be felt keenly.

The grain pool of the Lewiston, Idaho, farmers, comprising 13,000 bushels of wheat, was recently purchased by the Pacific Coast Elevator Company of Portland, Ore.

The port of Havre, France, is to have two pneumatic floating elevators. The Chamber of Commerce of the port have recommended them for use in discharging grain. They will cost about \$120,000, and as suitable machinery of that kind is not manufactured in France, the order will probably be placed with German builders.



## An Elevator on Leased Ground

A Lucky Cyclone Makes Good a Prediction and Helps Charlie Sharples Out of a Serious Difficulty

By GUIDO D. JANES

Charlie Sharples was prosperous. His gas engine was running on a five-cent-an-hour basis while the contract with the cereal mill had yet six months to go. It was unnecessary therefore for him to look on the bright side of life. He was already there.

But one A. M. the division superintendent of the A. & G. Railroad dropped into the office with a frown on his face. Under his arm he carried five or six wet blankets.

"Morning, Mr. Sharples," began the man of rails. "Unpleasant morning this day."

"Correct. How is railroading?"

"Fine. But I have some car sweepings and a lot of mental dust from my collector for you. Your elevator stands on leased railroad property. The lease is up. We want the land. So get off."

"I thought your agent said I could stick till Doomsday."

"He was kidding you. Besides we desire this land. Step lively off of it with your place of business."

"I will, provided you shunt some cars my way so I can fill my cereal mill contract. It has to get out tomorrow. Five cars."

"Can't bother with you."

Charlie swallowed his wrath and smiled.

Arising to his feet then, he bowed in a most affable manner.

"If you will help me," he said, "We will move now. You grab one end of the elevator and I the other, and we will convey it to unleased land."

This naturally made matters worse and the superintendent placed some heated remarks in his mouth and fired them out.

"Your smartness will cost you dearly. If you are

"Suppose we get a divorce. Your next husband will have it in for me."

"No he won't. Losing me is bad enough without having your business taken away also. Rest easy on that score."

"How sweet of you, wife. But how are we to move the elevator by midnight?"



"A TELEGRAM FOR MR. SHARPLES"

"Wait, let's read the weather forecasts. Here they are," she said, picking up a newspaper.

"For Minnesota and vicinity," she read, "storms and cyclones followed by rising temperature and property, also mud and confusion."

"Good," she added. "We will just trust to one of the cyclones to do the work. It is cheaper and we won't have to get a permit to move it through the streets."

Charlie laughed skeptically, but before he finished his ha-ha, some wind arose and shook the house. Up both jumped and hastened to the door. It was plain to be seen that a storm was arising, when

"But this does not solve the problem of getting those five carloads of grain to the cereal mill. We may yet forfeit our contract. Can't you help me out of this dilemma too?"

"Sure. In all probability the tornado has dropped five 'empties' right near your transplanted elevator and we can quietly fill these. Let's go when the wind subsides and investigate."

So after the tornado had quieted down they sauntered toward the new business location. But to their sorrow they found no cars, nothing but a car door that had accidentally landed near by.

All was given up for lost when a messenger boy drew up to the scene.

"A telegram for Mr. Sharples," he said.

With renewed hope, the elevator man seized the envelope as a drowning man seizes timothy or clover hay or straw.

Tearing same open he read the following:

"Cyclone just now dismantled our packing room. Don't send those five cars of grain till the first of next month.—CEREAL MILL Co."

### NEW ROTATING SEPARATOR FOR ELEVATORS

A new rotating warehouse and elevator separator with a capacity of from 75 to 3,000 bushels of corn and oats, and from 30 to 1,050 bushels of wheat, according to the size, has recently been put on the market by the Beall Improvements Company, Inc., of Decatur, Ill. Some of the special features that will be of particular interest and give the machine distinction are the rotating motion, slow speed, perfect balance, two fans working independently of each other, large capacity for the amount of floor space used, and the small amount of power required.

The machine is driven direct from the fan shaft, which imparts motion to a countershaft below, and it, in turn, drives the upright crank shaft by means of a quarter-twist belt. The alternating side and end motion gives a large capacity to the screen surface, and distributes the grain uniformly across the screens. The shoe is supported by two upright steel rods which work in oil sockets, and carry the weight and vibration of the shoe to a point below the center of the machine, reducing the vibration to a minimum. A balance wheel contracts the weight and motion of the shoe and insures smooth, easy



"CHARLIE SWALLOWED HIS WRATH"

not off at 12 o'clock tonight I will hurn this building to the ground. You old grain grabber! You shyster elevator merchant!"

Saying this he opened the door wide, passed through, and slammed it shut after him.

For a few minutes Charlie was up a tree. If those five cars of grain were not enroute to Chicago by tomorrow night he would break his cereal contract. His first impulse was to see the Railroad and Warehouse Commission, but on second thought decided to go home and see wife. She would put her theoretical grain cleaner to work on the adversity.

Putting on his August-sale straw hat he beat it for his mortgage-lifted home, where he imparted the sad news to Mrs. Sharples.

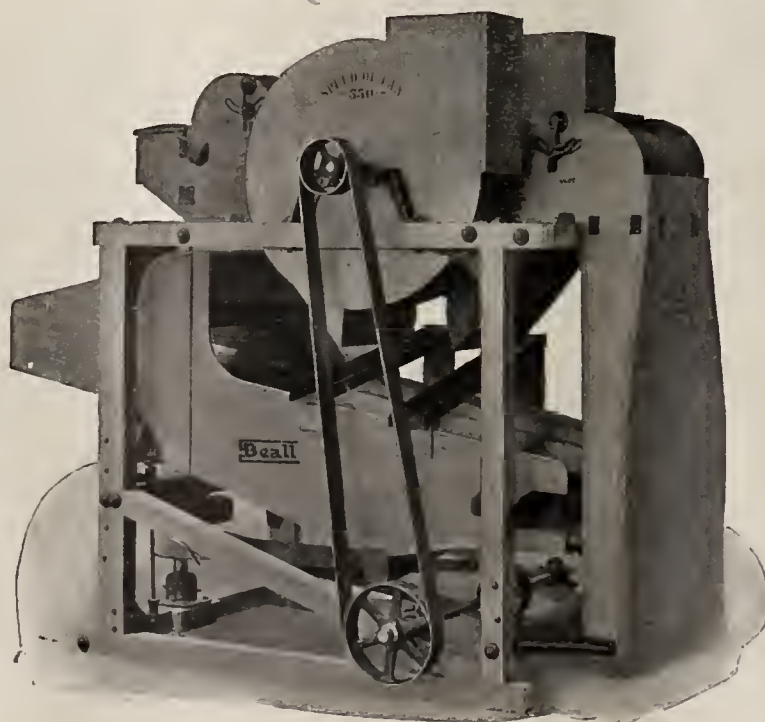
"Hubby," she replied after listening patiently to the remarks, "move your elevator onto my vacant lot contiguous to the C. C. & B. Railroad. No one can then molest you."

suddenly out of the western sky a tornado sauntered up, heading direct for the elevator.

"What did I tell you?" put in his wife. "Now see if all does not turn out satisfactorily."

Twenty seconds later that tornado yanked the elevator up by the roots and soared it over the town and then let it drop right on Mrs. Sharples' vacant lot. It was not damaged in the least and only five bushels of chicken feed were lost enroute.

"So far, so good," remarked the elevator man.



THE BEALL ROTATING WAREHOUSE AND ELEVATOR SEPARATOR

running, and greatly reduces the power needed, as the momentum of the wheel practically runs the shoe after once being put in motion. There is but one bearing to wear and this is fountain oiling.

As the grain enters and also as it leaves the cleaner, it is subjected to a current of air which removes all dust and lighter material. The path of the grain is over a smooth steel spreader to the scalping screen, and from there over two separate main screens which tail the larger material over to



one side. From the main screens the grain falls to the cockle screen which takes out the sand, dirt, and small broken grain, which is so prolific a producer of heat, and from there to the second air chamber through an adjustable opening where the second fan removes the dust and material lighter than the grain.

The machine can be built with the fans to discharge in any direction desired, and also may be equipped with brushes to operate automatically under any or all of the screens, and extra sets of screens can be provided. The strength and simplicity of the machine alone would warrant examination by those desiring separators.

## WISCONSIN AND CANADA GRADES SIMILAR

Members of the Wisconsin Grain Commission who have been to Winnipeg studying the methods of Canadian grain inspection, report that the wheat grades established by the Canadian Commission are like those of Wisconsin, except in the lower grades, which are separated with more exactness, several more grades being classified than are used in this country. The manner of inspecting the grain is very similar, and the Canadian inspectors are strict, more so than are the inspectors in some states in this country.

The Wisconsin grades were found to be more like those of Canada than are the Minnesota grades, which are said to be good, theoretically, but liable to laxness when in actual operation. However, as the new grades have just been published by the Minnesota Commission, it remains to be seen whether this criticism is justified.

## WEIGHING GRAIN SHIPMENTS

The investigation of the Interstate Commerce Commission into the subject of weights and weighing of grain and other commodities in transport has been of great interest to all grain shippers, and the recommendations that have been made by the Commission as a result of the inquiry are bound to be fully discussed when grain men get together.

In regard to the weighing of grain the report points out that while the grain is usually weighed at the country elevator where it is received from the shipper, the first official weight recorded is at the primary grain market where it is weighed by officials appointed by some Chamber of Commerce, by the municipality, or by the state. The weights so recorded are accepted by all parties in the merchandising of the grain, and are also accepted by the railroads in assessing its freight charges. Usually these weights are accurate and not subject to complaint, but occasionally the grain weighed out does not correspond to the amount of the invoice, in which case the error is traced to two sources, carelessness in handling the grain, for which the carrier is not responsible, and error in weighing.

Some of the abuses and practices leading to inaccuracy in weighing were found to be: Variation in the tare weight of cars; weighing cars which are coupled at both ends; weighing coupled cars on the move; faulty scales; and inexperienced or careless weighers. In regard to the tare weight of cars the Commission recommends that the tare weight should be determined every time a car is repaired and not less often than once in every two years, and the correct weight stenciled on the car. In regard to the scale it says:

A modern scale, properly installed and kept in proper condition, should be accurate within at least 100 pounds, and when under test it shows a variation of 100 pounds it should be considered out of order. All scales should be tested by the test car at least once in two months, in many cases every month.

The methods of weighing are often determined by particular local conditions and for special commodities, but there are some general rules which should be followed in all cases. These rules are outlined in the report as follows:

Cars should never be weighed in motion coupled at both ends. They may properly be weighed in motion when uncoupled upon scales especially designed for that

purpose and in charge of thoroughly competent men. Cars should not ordinarily be weighed when coupled at one end, and never unless at points where the greatest attention is paid to the condition of the scale and the competency of the weigh-master.

One of the special conditions under which other rules are necessary is that brought to the attention of the Commission by the Chicago Board of Trade and has to do with the weighing of grain in wagons. Owing to the great extent of the city of Chicago and the location of the different elevators within that city, it is not feasible to receive all grain which is intended for city consumption from the elevators. A very large amount of the grain must be unloaded upon team tracks, and the present practice is to weigh this grain in the wagon upon platform scales. These scales are operated by the railroad and the shippers allege that the weights so ascertained are not accurate.

The Board of Trade signified its willingness to

extend their inspection service, which now is confined to elevator weighing, to the inspection and operation of these wagon scales with a retention of the same fee, 10 cents per load, as is now paid the railroads. This would relieve the carriers of all criticism, would operate to the full satisfaction of the shippers, and would eliminate the waste which is such a prolific source of loss in the loading of the wagons from the cars.

In the past the weights on these wagon scales have invariably been short, with the result that the grain sells for less, sometimes as much as two cents less per bushel, when for team track delivery than when for elevator delivery. The Board was willing to make up the deficit which would occur in this service for the sake of its members who dealt in this team-track grain and no doubt other Boards in the larger cities where the same conditions obtain would also be willing to perform this service.

## OUR VISITORS

### J. RUSSELL SMITH

Of the numerous and famous family of Smith there are few who have obtained more prominence than J. Russell Smith, the genial secretary of Sprout, Waldron & Co., Muncy, Pa. All available statistics show that approximately seven Smiths out of ten become bookkeepers. About one out of these



seven emerges from obscurity to something higher. Needless to say, J. Russell Smith belongs to the latter category.

For many years he was employed as a bookkeeper by his present firm. He speedily became most proficient and 'twas often said that there was no better bookkeeper for his size, age and weight in western Pennsylvania.

He has an executive face and personality and perhaps this helped some, but undoubtedly his record with the ledger, day-book, etc., proved the surest foundation for his success. His elevation to the secretaryship was richly deserved and his subsequent work has thoroughly demonstrated his fitness and capacity for the work.

### BERT A. BOYD

Nearly everyone knows that Bert Boyd of Indianapolis is a wizard, magician, prestidigitator and sleight-of-hand expert of no mean ability. He is abundantly able to "fool all of the people all of the time" if he cares to do so.

Moreover his accomplishments in the line of



magic are of a dual nature. While able to extract rabbits and eggs and other objects from the mysterious depths of a plug hat, he has proved exceedingly capable at the task of extracting profits from the grain trade.

Herrmann's rival in the grain trade started life as a messenger boy and the fact that he is now the president of the Indianapolis Board of Trade is abundant proof of the magic atmosphere in which he continually moves.

He now has a chance in his new official capacity to cause trade troubles to vanish and disappear entirely. His invaluable magic wand should serve him in good stead and a term of considerable prosperity is predicted for the popular president.



## All Aboard for New Orleans

One of the Biggest and Most Interesting Conventions in the History of the Grain Dealers' National Association Is Promised for Next Month—Rates and Routes—Things to Be Seen in New Orleans—Discussion of Federal Corn Grades to Be Leading Feature

Biggest, best, most important—that's the way the seventeenth annual session of the Grain Dealers' National Convention looks at present. The date—don't forget it—is October 14, 15 and 16.

It is going to be the biggest convention of grain men ever assembled because the settlement of the much-discussed corn grades will probably be made at this meeting, following the report of the Government Agricultural Department on the subject. This report was expected in June and it was the in-

this meeting; no credentials will be needed; the unorganized dealer and the small country shipper will be just as welcome at the meeting as anyone else. The meeting will be continued until every man present has had an opportunity to be heard

miss this meeting, so that it is not hard to predict that former records for attendance will go by the boards at this session.

In view of the value and pleasure that has been derived from former conventions it may be rash to predict that this will be the best, but there are potent reasons for thinking so. Aside from the interest in the business which will be transacted, the ways and means committee have arranged a program for the delegates, not only for the dates at which they will be in New Orleans but, in conjunction with the Southeastern Passenger Association and various Railroads and Steamship lines, for all the time they will spend in getting to and returning



UNITED FRUIT COMPANY'S WHARF

tention of President Charles D. Jones to call a general mass meeting of all grain men in July to discuss it. But as the report has only just been issued the mass meeting will be a part of the convention program. Every grain man who handles corn, whether he is a member of the Association or not, is interested in this question, and every one will have a chance to express his views on the subject.

The second day of the convention, Wednesday, October 15, will be an open meeting at which the report of the Government technologists will be read and explained in every particular by Dr. J. W. T. Duvel, who is in charge of grain standardization for the National Department of Agriculture. He will explain just why six grades of corn were decided upon instead of four; how the figures for the different grades were arrived at; how the Government worked to secure the data, and any other information needed. He will take the grain trade of the country completely into his confidence and show the dealers just what has been done by the Department to standardize the grades.

Every grain dealer in the country is invited to

upon the subject of the new grades. The subject will be exhausted, and before the meeting adjourns every grain man in the country will probably know just what corn standards of the future will be.

No one who can possibly get away will want to

from the convention. This committee is composed of the following well known members: C. B. Fox, chairman; A. F. Leonhardt of the A. F. Leonhardt Company, grain and hay; W. L. Richeson, chief grain inspector, New Orleans Board of Trade; R. C. Jordan, superintendent of the Central Elevator and Warehouse Company and E. Nathan of Nathan and Fettis, export freight brokers, who is secretary of the Committee.

The railroads have granted Mardi Gras rates from all the big railroad centers of the Ohio and Mississippi valleys. These rates are one fare plus 25 cents for the round trip. An excursion by steamer from St. Louis is planned, and a stop-over day of sightseeing and general good time has been planned for those who go by way of Nashville. Something over \$6,000 has been raised by the public spirited citizens of New Orleans for the entertainment of the delegates while in that city, and last but not least an excursion to Panama has been arranged on one of the finest ships in southern waters for those who would care to take this opportunity to visit the great new waterway at very small additional expense of time or money. This is only an outline of some of the features which will make this convention one long to be remembered in the annals of the Association.

The importance of this meeting will be readily appreciated, and has been pointed out in part. But besides the specific grades on corn, other subjects of the utmost interest will be brought up for discussion and settlement. Among these will be the general attitude of the association toward govern-



Courtesy of the Illinois Central Railroad.

A TROPICAL BIT IN THE GARDEN DISTRICT OF NEW ORLEANS



HARBOR SCENE IN NEW ORLEANS



mental supervision; and the reaffirmation of its position toward uniformity in general.

The attitude of the association toward the work of the Government was pretty well indicated last year when the establishment of grades was put over until the Department of Agriculture had made its report. This was done, you remember, after the report of the committee on grades had been accepted, and was the result of a protest at the last session of the convention in which the anomalous position of the association was pointed out and the appearance of ingratitude and unappreciativeness toward the work of the Government was shown in the passage of grade rules. At that time every speaker on both sides of the grade controversy made it very clear that the work of the Government was highly appreciated and valued, and that every effort of the association should be directed toward co-operation in establishing uniformity in grades.

The interest which was displayed last year in the exhibit of grain grades from the various sec-

posed, a leading committeeman of the association states that they will revolutionize the American grain trade. "It simply means," he says, "that the old varying and flexible standards in effect at various ports and interior markets must be abolished and the grade on each and every shipment of corn must be fixed according to the definite standard adopted by the United States Agricultural Department. It will mean that the old uncertainties will be eliminated.

"The beneficial results will be far reaching, not only to the legitimate trader, but especially to the producer and consumer. The farmer's grain will be graded strictly on its merits, thereby creating an incentive for improvement in seed, etc. It should

Grunewald Hotel, New Orleans, for three days; from Chicago and return, \$54.25; Effingham, Ill., \$46.35; Carbondale, Ill., \$36.55; Fulton, Ky., \$29; Memphis, Tenn., \$24.15. Round trip tickets at greatly reduced rates are offered from all points north and west to any of these intersecting points.

The Illinois Central has announced its regular Mardi Gras rates to New Orleans and return. From Chicago this will be \$31.25, good from October 10 to 13, and returning up to October 19, with extension privilege of 15 days on payment of \$1 additional.

The Louisville and Nashville offer a round trip from Chicago and return, via Nashville, where special entertainment and sightseeing is provided, for \$31.25, on October 11, 12 and 13; good returning



THE SLAVE BLOCK—THE WINDING STAIRWAY



AMERICAN SUGAR REFINERY, NEW ORLEANS (LARGEST IN THE WORLD)

tions of the country, comprising over 400 samples, indicate that the subject of nation-wide uniformity is of the greatest interest and importance to the trade, and that there can be but one general policy acceptable to the association—strict and general uniformity.

Needless to say that the grades proposed by the Government will not go unchallenged and that several sections of the country will be heard in the matter. It must be remembered that the grades as given out by the Government experts are merely tentative and that the final decision in regard to corn grades will not be made until after this general mass meeting of the grain trade of the country on October 15. If you have anything to say on the subject, that is the time to say it. Afterwards will be too late. If these standards are adopted as pro-

also result in the American grain trade steadily regaining its prestige abroad, and, in consequence, greatly increase exportations."

It will be of general interest to all who contemplate attending this convention, that a direct wire will be installed in convention hall from which strictly up-to-the-minute quotations and market gossip will be posted throughout the convention, so that attendants of the meetings may keep their ears open for the speakers and their eyes open for the markets at one and the same time.

The rates which the railroads have given out for this convention are exceptional and are rarely given for conventions of any kind. The Travel Service Bureau announce a round trip, including births and meals on the Pullmans, rooms without baths (not meals), two persons to the room, at the

up to and including October 18, with an extension privilege for \$1 extra till November 8. From other points the rates will be in proportion.

The Streckfus Steamship Line announce an excursion on the Steamer Quincy from St. Louis and return for \$65, including berths and meals for all the time away from St. Louis, including the time in port at New Orleans. The steamer leaves on October 9 and returns, leaving New Orleans the evening of October 16. Liberal time stoppages are made at all the important Mississippi ports.

Here is variety enough to suit the tastes of any who may wish to attend the convention, and the rates are so attractive that in all probability many who are not interested in grain will take advantage of them to visit one of the most interesting cities of the United States.



GRAIN ELEVATORS AND TERMINALS OF THE ILLINOIS CENTRAL RAILWAY, NEW ORLEANS





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## ADVERTISING.

This paper has a large circulation among the elevator men and grain dealers of the country, and is the best medium in the United States for reaching persons connected with this trade. Advertising rates made known upon application.

## CORRESPONDENCE.

We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

CHICAGO, SEPTEMBER 15, 1913.

 Official Paper of the Grain Dealers' National Association  
and of the Illinois Grain Dealers' Association.

## READY FOR THE BIG SHOW

That New Orleans will be the scene of one of the greatest conventions in the history of the Grain Dealers' National Association is now generally believed. Only one month remains until the "big show" of the year assembles on October 14, 15 and 16 for its sessions, and nearly every grain man of prominence is making preparations to attend.

It will be remembered that when the Crescent City was first selected as the 1913 meeting place, there were numerous objectors. With no disparagement of the attractions of New Orleans, especially at this season of the year, nevertheless it was believed that the city was too far south to draw a good crowd. The time and expense necessary for the trip looked most formidable.

However, the various railroads have united in offering low rates for the convention. A fare equivalent to the Mardi Gras rate from all Ohio River gateways is certainly all that could be asked for. A special train will be run from Chicago and fast service is to be inaugurated from other points. This, it would seem, eliminates the principal objection.

Aside from the rate question, however, the recent promulgation of tentative corn grades by the U. S. Department of Agriculture and the fact that the discussions at the convention upon the grades will probably have vital importance relative to their adoption, makes it imperative for every grain man to be present. Although the corn grades will be the leading topic of discussion, there will be other features on the program which will warrant attendance.

Last year a sample of Southern hospitality was experienced at Norfolk and those who were there enjoyed every minute of their stay.

Yet Norfolk is comparatively North, and it is believed that the trip to the real cotton-growing section of the country will prove a delightful surprise. The citizens of New Orleans have raised a big fund to provide suitable entertainment for the visitors and for those who can spare the time a splendid side trip to Panama at low cost has been arranged. With all these preparations it is impossible to believe that the grain trade will not respond and help to make the meeting a huge success.

## ELEVATORS AND PUBLIC UTILITY LAWS

Are you a grain dealer or a warehouseman? The difference between them is perhaps generally understood but for those who have only a vague idea of the technical distinction we advise a careful reading of the digest of the new Illinois Public Utilities Law found elsewhere in this issue. This summary was prepared for the Illinois Grain Dealers' Association by its attorney and presents all that a busy grain man need be bothered with.

The classing of a public elevator or warehouse as a "public utility" is in itself nothing new. The public would soon find out this utilitarian value if they were eliminated. Nevertheless, the law now effective in Indiana and the Illinois law, both evidently made of the same cloth, apparently raise a big wall between those elevators storing grain for compensation and those which handle grain merely on their own account.

As a general thing this legislation seems somewhat welcome, in one respect at least. It will stop the storing of grain by the elevators merely for the accommodation of farmers, a practice that heretofore was often necessary. On the other hand the somewhat rigid requirements of the Public Utilities Commission in both Indiana and Illinois puts up an effectual barrier in front of many who wish to store grain.

Perhaps the laws will work out better in practice than is anticipated. The uniform system of books and accounts which the Commission requires and the probable rigid supervision which that body will exercise is not welcomed by many. But time may clear up entirely the present doubts and misgivings and to quote from the digest of the Illinois law above referred to: "The actual operation of the law will greatly depend upon the personnel of the Commission and the nature of the rules which are adopted by them."

## KANSAS COUNTS ITS BLESSINGS.

In view of the long continued drought and the loss of most of the Kansas corn crop, many commonwealths have ceased to poke fun at their sister state and are extending sympathy instead. But Kansas rejects the sympathy with as much dignity as it refuses to be affected by derision. Although we are not Kansans, yet we must acknowledge that Kansas is a great state and it is nearly time that the rest of the country woke up to the fact.

The loss of the corn crop would be a serious blow to most of the states, yet Kansas has actually turned the loss into an advertisement by demonstrating to the world at large just how well prepared it is to stand such a loss and

how many things still remain. No, Kansas doesn't need any sympathy. Says the *Wichita Eagle*:

Kansas has a system that can't be beaten. A drought that kills the corn comes too late to kill the wheat, and a drought that kills the wheat is too early to affect the corn. So don't waste your sympathy on Kansas. If you must feel sorry for somebody, feel sorry for Mr. Rockefeller or Mr. Carnegie.

This is not newspaper optimism. It merely reflects the general feeling of the Kansas people. A prominent Kansan said along this line recently:

"Kansas is more prosperous in an 'off year' than many states during favorable seasons. She can weather the storm of several alleged 'crop failures' and still have money in the bank. She can send out invitations to all the chinch bugs and grasshoppers which are starving in the other states and then kill them off with indigestion and gout."

So it goes. Kansas counts its blessings thus serving as a striking example for other states and individuals. We may not all be blessed with the extreme optimism so manifest in the Kansans but we can at least take an inventory of our blessings before proclaiming our afflictions.

## THE RUSSIAN ELEVATORS

From far off Russia there came during the past month an article written for the "American Grain Trade" by one of its readers in that country. The article was so complete and interesting that we are printing it in full, part appearing on page 126 of this issue and the remainder will be published in the October issue. The fact that Mr. Vavilov, the author, is the engineer in charge of the work renders it doubly interesting.

It affords American elevator men a chance to compare Russian methods of handling grain with those in our own country. The very appearance of the Abdouline Elevator, which is so thoroughly described, is so strikingly different from American elevators as to command immediate attention. Chief interest, however, is centered in the fact that it is the fourth in a series of eighty-four practically similar elevators now planned or in process of construction.

Think of it! Eighty-four huge elevators to take care of Russian grain. Consider what effect it will have upon the resources of that great grain-raising country. Realizing that its facilities for handling the grain crop were very inadequate, Russia has started to improve conditions and as usual has done things on an immense scale. Furthermore, it is said that after these eighty-four big elevators are completed a number of others will be erected in sections which seem to require them. It is apparent that the star of the Russian grain trade is in the ascendant.

Mr. Vavilov, the engineer in charge, expects to visit the United States in a short time and has announced his intention of visiting the office of the "American Grain Trade," as well as a number of the more prominent elevator constructors in this country, and that he will receive a cordial welcome in all quarters is undoubted. His connection with the big Rus-



sian project and his able handling of the construction work deserves the recognition of the entire American grain trade. We predict, however, that the distinguished visitor will absorb a great deal of valuable information and data while in this country which will make his task seem less onerous upon his return.

## SORGHUM POISONING

The number of cases of so-called sorghum poisoning have recently been considerably augmented. The mysterious nature of the development of poison in kaffir, milo and other members of the sorghum family has led to investigations by several of the state experiment stations. Unfortunately, however, there is at present no united opinion as to what causes tend to produce this poisonous condition. It is known, though, that animals have often died in a few minutes' time after eating but a few mouthfuls. It has been definitely determined that the poison consists of prussic acid, one of the deadliest of poisons.

For some time it was believed that this poison developed only on second growth kaffir or cane. There was also a theory prevalent that frosted cane or kaffir was more apt to be poisonous. Both of these theories, however, were disproven by a careful series of experiments conducted in the study of this peculiar development of poison in the sorghum plant.

A well known authority located at the Nebraska Experiment Station has stated that the poison seemed to be more prevalent after seasons in which a stunted condition of the plant was produced. It appeared that at times the plant was poisonous for only a very short period of time being apparently safe when that period had expired.

Apparently the poison does not remain in cured forage from these plants. There is at present but one record of the prussic acid in poisonous quantities being found in cured forage. The Kansas Experiment Station not long ago received a sample of cured forage which chemical analysis showed to contain prussic acid in sufficient quantities to be poisonous to animals.

After the recent big floods a number of cases of sorghum poisoning were reported as well as poisoning from alfalfa which had been submerged. The exact cause, however, is still unknown and until this source is discovered sorghums will continue to be regarded with suspicion in many sections.

## THOSE CORN GRADES

The much-anticipated and long-deferred Federal corn grades have at last arrived. That they burst upon the public in a tentative form only may be regarded as a blessing. The final adoption of the grades will undoubtedly mean Federal supervision of corn and of all grain when the remaining grades are formulated. There is no disposition on the part of the trade to combat the grades, but undoubtedly many suggestions for changes will be urged.

It is a pretty safe guess that wherever two or three grain men met at any place during the past month a discussion of the proposed grades ensued. Many such discussions will take place before the grades are finally adopted. The mat-

ter will be conclusively and exhaustively threshed out at the coming New Orleans Convention and prior to that important event it is useless to predict exactly what recommendations will be made. All preliminary discussion merely indicates the general trend of thought.

However, it is interesting to record that the Indiana grain dealers have already considered the question. The three days' outing held at Lake Maxinkuckee, Ind., during the past month was originally planned solely for pleasure, but the proposed corn grades were considered so important that a special business meeting was called by the president. This meeting served to draw out the views of representative grain men and illustrated that, in Indiana, at least, the country shippers want the grades modified so as to allow No. 3 corn to have a maximum moisture content of 19½ per cent whereas the Government schedule fixes it at 17½ per cent. A report made by the Indianapolis Board of Trade showing the number of cars of corn and the moisture content at that point for one month seems to bear out the shippers' contention.

In any event a perusal of the various opinions which are printed elsewhere in this issue should prove of great value to all those interested in the new grades. It is considered probable that several other state associations will hold informal meetings before the national convention, so that the views of the various bodies may be presented in tangible shape.

## THEORY AND PRACTICE

This is the day and age of scientific management; when so-called efficiency experts are frequently called into consultation in all lines of business to unravel tangled skeins and help produce a reasonable figure on the right side of the ledger. Scientific management needs neither defense nor apology. It has thoroughly proved that it has a definite and necessary place in our commercial life.

It must be admitted, however, that the craze for scientific management sometimes leaps beyond the bounds of reason and that quite often experts are employed in instances where their services are valueless and an unnecessary expense.

Such an example is cited by one of our contributors in an able article upon "Theory and Practice in Elevator Management" in this issue. No names are given nor is the location mentioned, but we are assured that the occurrence narrated in the article is adapted from an actual experience. The picture of the manager who confused and astonished the efficiency expert is certainly not overdrawn and the entire principle involved is a very vital one.

The old question of whether theory is more valuable than practice or vice versa will ever be a live one. A proper combination of the two is always eminently desirable yet rare. Applying the question to the grain business, there is probably no line where the services of efficiency experts are less needed. The practical elevator manager applies scientific management, but under another name.

The margin of profit is so small comparatively speaking, that he is forced to bring into service all his experience, good judgment and

common sense to reduce expenditures and increase the receipts. If able to show a comfortable balance he is retained. Otherwise the manager is "fired" and another more capable man is employed. So it goes. If an elevator isn't making money there's a reason and no outsider can be expected to locate that reason so quickly as an efficient manager.

## BOYCOTT CHARGED IN BALTIMORE

Peculiar interest is attached to a suit instituted recently by a grain and feed salesman against the Baltimore Chamber of Commerce. The salesman, one Robert McCarter by name, charges that the Chamber of Commerce organized a boycott against him and in consequence destroyed his business.

The plaintiff is not a member of the Chamber of Commerce, and because of that fact, it is contended, the action against him was unlawful. He was employed by a number of grain firms which are members to sell for them on commission, and the action against him was taken, it is said, upon the complaint of one of his customers. Complaint was made against him, because he owed a balance of \$80 to a member of the chamber, and his name was posted on the floor last February. As a result, it is alleged, none of the members was permitted to have any dealings with him and his business has been ruined.

Now the court will have to decide whether the Chamber of Commerce has a right to post non-members. Undoubtedly the body is within its legal rights in posting members who have agreed to abide by its laws. It seems also, from a purely commercial standpoint, that it would also have the privilege of pointing out to members the failure of a non-member to live up to certain obligations. This is no more than is done in every business organization.

The question is a nice one. To the unprejudiced outsider the action of the Chamber of Commerce seems warranted if the facts remain as stated. But whether the court will look upon it as a commercial transaction or as a boycott remains to be seen. Boycotts have been frowned upon by courts from time immemorial and if the plaintiff can establish a satisfactory case, a decision disastrous in effect may be rendered. Such a decision would establish a precedent not only for grain exchanges, but also for grain associations which keep members posted concerning firms or individuals guilty of uncommercial transactions or in plain language "dead beats." It may be regarded as no more than an elaboration of the credit bureau system and it is to be hoped that the court will so decide it.

A North Dakota court has handed down an important decision affecting the methods of the Equity elevators in disbursing their profits. A suit was brought by stockholders against the officers of the Equity Elevator at New England, N. D. The dividends had previously been apportioned only to the patrons of the elevator. Needless to say the court speedily decided in favor of the contending stockholders who rightly claimed that they were entitled to share in the dividends whether patrons or not.



EDITORIAL  
MENTION

Suggestion for a standing head: "Car Shortage Situation Grows Acute."

"Kansas is located in the Tropic of Kaffir Corn" is the neat epigram recently coined by the *Kansas Farmer*.

A new use has been found for the despised sparrow since it became known that the alfalfa weevil is the natural food of the bird.

The opening of the grain sample markets at Winnipeg and Fort Williams has been postponed until December 15, which is a decided disappointment to many Canadians.

"This is a big country and it is now harvesting a big non-partisan wheat crop," says the *Toledo Blade*. Thousands of others will probably give thanks over the absence of politics in it.

A man in New York City ate sixty-two ears of corn in two hours and twenty minutes. Southworth's *Daily Letter* frowns upon such extravagance in view of the way corn has—or rather has not—been coming into Toledo.

No wonder the state grain inspector of Kansas wants a compulsory inspection law. A report from the Kansas City office shows that only \$4.93 were collected in fees during July and but a little more in August. "We should worry" say both the Kansas City and the Wichita Boards of Trade.

Missouri seems to have capitulated to the fire insurance companies by the agreement to disregard the Orr Anti-Trust Law. Such a procedure seems justified in this instance but we cannot help exclaiming at the fallacy of making laws which are not enforced. It is far better to repeal them altogether.

A hail storm destroyed a lot of grain near Baldur, Man., during the last week in August. The absence of complaint on the part of producers is said to be due to the size of the hailstones, some being as large as small cannon balls. This shows that losses in grain as in anything else depend entirely upon the relative viewpoint.

The large distilleries of Peoria are reported to be using Kaffir this year as a substitute for corn. The Kaffir by the way is shipped from Kansas where the distillers are legally barred from selling whisky. The Kansas shipper gets nothing back except the usual number of shekels, but possibly his thirst for gold helps to overcome the physical thirst.

Illinois grain dealers according to the "Traveling Salesman" in the *Bakers' Review*, give more attention to their fine homes than to advertising their business. He says: "The average grain dealer's office has received little paint in the last decade. As a normal thing they flaunt the darndest series of old rockers and chairs, ventage of 1850. The average grain

man hustles hard for business about two months every year. During the other ten, he lives the ordinary life."

It is a genuine truth that most of the difficulties of government are due solely to human nature. For instance, the farmers of the Southwest now want the duty on Argentine corn removed so that they can obtain cheap corn for feeding purposes. Assuming that the duty is removed there is little doubt that granted a big corn crop next year they will clamor for its restoration.

Although farmers in the state of Oklahoma and Kansas were reported to be praying for rain during the recent long drought, nevertheless there were a considerable number who don't want it to rain. These seemingly peculiar individuals were the alfalfa producers. 50,000 tons of alfalfa were lying in the fields after being cut. It is only fair to say, however, that the principal alfalfa district was in government irrigated land.

Educating the people so that they in turn can educate Senator Cummins is the idea set forth by C. A. King & Co. of Toledo, who say: "The Senate caucus has put the Cummins bill to sleep for the second time. Senator Cummins has a prejudice against Boards of Trade. The Grain Dealers' National Association and Council of Grain Exchanges should get busy. He will not listen to them, but he might to his own people."

The *Sioux City Tribune* is worried because it cannot figure that Iowa is growing more corn per acre now than it did ten years ago. Authorities are unanimous in declaring that the figures a decade ago were based upon poor guesses by city estimators whereas now they are estimated by men in the field. There seems to be a comforting assurance that Iowa is now growing at least one-third more corn per acre than ten years ago.

It has been estimated that the entire crop of grain of British Columbia and Alberta and one-third of the crop of Saskatchewan will be exported by way of Vancouver, either in the shape of grain or in manufactured form after the opening of the Panama Canal. The production of this area for 1912 amounted to approximately 179,330,836 bushels. The Panama route from Vancouver to Liverpool will be cut to 8,800 miles, as against 14,000 miles by way of the Straits of Magellan and more than 16,000 miles by way of the Suez route. In fact, the time will be practically cut in half.

Dealing in options on a grain exchange is legal according to a decision made recently in Winnipeg, Can. In rendering this decision, the court said: "Were it not for the existence of the exchange and the facilities it afforded the defendant would have been compelled to take the actual grain he purchased and to deliver that which he sold. The fact that defendant knew that through the medium of the Grain Exchange the contract could be carried out without necessarily handling the actual grain does not bring the contract within the provisions of the code. He, no doubt, intended

to make or receive delivery of the grain in which he was dealing in the manner in which the delivery of grain is made or received on the Winnipeg Grain Exchange. The provisions of the Criminal Code are not aimed at such transactions."

It is suggested by the *Johnstown Democrat* that instead of feeding the Kansas grasshopper poisoned bran, they be trained to leap forward simultaneously, striking their heads against a piston. An eight-cylindere motor with a couple of hundred lusty grasshoppers working in each cylinder would produce a marvelous result. It would not only put the Kansas grasshopper at work, but he would be a rival of John D. Rockefeller.

The Grain and Warehouse Commission of Wisconsin must no longer depend upon the state for its stationery and office supplies. Sounds funny doesn't it that members of a state body should be obliged to dig into their own pockets for pencils and scribbling materials. Such is the text of a decision, however, recently rendered by the attorney-general who holds that all other commissions and departments may obtain supplies upon requisition.

The simplified spelling fad has almost died a natural death and we are prone to forget that one of our younger contemporaries still clings to it. That others are not so charitable or have less ability to withstand shocks is evidenced frequently. B. L. T. in the *Chicago Daily Tribune* of September 4 quotes the following "horrible example":

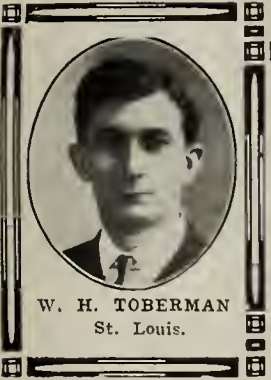
BUSINESS OF SHUDDERING  
[From the Grain Dealers' Journal.]

The grain shud be thoroely mixed before taking. . . . One end of the wick shud be stuck to the blotting paper. . . . The tester shud be kept at a temperature not exceeding 65 or 70 degrees.

The news of the discontinuance of the monthly *Crop Reporter* has been received with apparently universal dissatisfaction and condemnation. Even those who formerly criticized it have joined hands in deploring its withdrawal. However, it is probable that after the new plan of the government has received a thorough try-out, some of the complaints will cease. Beginning a week ago the Department of Agriculture the new plan, whereby crop condition is transmitted to various states by telegraph instead of by mail, was put in effect. The result will be awaited with much interest.

The new Ohio Agricultural Commission recently appointed by Governor Cox, in which will be united all bodies working for improved agricultural conditions in the state, has met with general favor both in regards to make-up and plan of action. A. P. Sandles, formerly secretary of the State Board of Agriculture, will be president, and the other members include S. E. Strode, former Dairy and Food Commissioner; O. J. Williams, of the Agricultural Experiment Station, and Homer C. Price, dean of the College of Agriculture, Ohio State University. These names are all prominent ones among those who have accomplished things and the combination should mean efficiency in the highest sense of the word.





W. H. TOBERMAN  
St. Louis.

# NEWS OF THE TERMINAL MARKETS



G. B. VAN NESS  
Chicago.

## NUMBER OF CARS REINSPECTED

J. P. Gibbons, Chief Grain Inspector of Illinois, has issued a report showing the total number of cars inspected at Chicago from July 1, 1912, to Sept. 1, the number of cars on which reinspection was asked, the cars on which the first inspection was sustained, and the number changed on reinspection. The percentage of cars changed on reinspection was 29.4 the first month of the present administration, and 20.4 last month. In the previous months included in the report the percentage of cars changed ranged from 37.6 to 52.2.

## SCRUTINIZE CROP ADVICES

One of the definitions of the word "scrutinize," according to Webster, is "to inspect, or observe with critical attention"; hence the caption to this short paragraph. Crop news from individuals who have "interest" in the market is very liable to be misleading. Pope & Eckhardt Company of Chicago say in one of their recent daily market letters: "Reports of experts on crop production are seconded by the doleful advices from senators, mayors, high privates, and other notables or individuals which indicates at least a very unusual and widespread outside interest."

## WHAT "KENT" SAYS

A new star has arisen at Toledo—a star whose perihelium is never far distant from the sun of inspiration and of wisdom; a shrewd and well-informed star that is sending its rays of scintillating information through the East and central West by Southworth's Daily Letter. What with "Our Boy Solomon," the able cartoons of the "Red Letter," and the epigrams of "Kent," Toledo is holding a steady, illuminating light of truth on the pathway of the grain trade; and then there's Wickenhiser, and Raddatz, and Paddock, and DeVore, and Rundell, firms whose statements and opinions are weighted with the fruits of knowledge and experience. "He who runs may read," but he may not always read wisely. There is probably no business the equal of grain, that affords such certain and sure awards to the operator, who, understandingly and searchingly, bases his operations on information which is his for the asking. And there is likewise no more certain path to the greased toboggan than speculation on blind chance. To obey is wisdom; to rebel is folly.

## AN OPINION ON CORN

T. A. Grier & Co., of Peoria, declare in a recent letter: "September is a tail-end month and this year of the biggest crop we ever raised, so that naturally fluctuations are in order and the country is being closely watched to see if they will drop their corn on the breaks. We don't think they will, but believe that around the 75 to 77-cent basis for cash corn, good receipts in September might be looked for. There should be more old corn than usual in farmers' hands, but much of this is likely in sections where prospects are poor for growing crop and whereby local demand is already being felt and at fancy prices. Such corn is not likely to find its way to market very quickly. We know, too, of many points where it's claimed that practically all the corn is gone now. The more favorable weather in the Southwest is being succeeded by another siege of intense heat and the yield of corn in Nebraska, Kansas and Oklahoma is being daily cut down to such small proportions as to be practically a failure. Illinois and Iowa will have to be the real corn spots this year, that can be depended on, and both prom-

ise fairly good yields in the Northern sections. Both are badly cut in their Southern territory. Indiana and Ohio both claim good promise. They are neither, however, in the Iowa-Illinois corn raising class as to volume or extent. We see no reason to raise the 2,300 to 2,400 million corn estimate for 1913."

## GRAIN GRADES FOR MONTANA

Grades for wheat were established by the Montana State Grading Commission late in August. The new Minnesota grades adopted August 12 were adopted almost in their entirety by the Montana Commission. The Minnesota grades of corn were eliminated, however, and what is known as "hard winter wheat" there is designated in the Montana grades as hard Montana wheat. The product of the state has received so much recognition on the market that the commission decided to standardize it.

The only change in the new Minnesota grades from those in effect last year was the addition of a paragraph covering mixed grains not otherwise classified.

## ON COMMERCIAL CONDUCT

It can be stated without fear of successful contradiction, that in no lines of industries are there preserved higher ideals of business ethics than in the grain trade. This is especially true of boards of trade where the very foundation and prop of the whole structure is the sacredness of a contract, and he is speedily shunted out of the society of reputable grain merchants who treads the narrow edge of uncommercial methods or shows any inclination whatsoever not to live up to the rules that govern these wisely organized bodies.

Along this line C. A. King & Co., of Toledo have the following paragraph in one of their letters of early September:

"The broker acts for the principal. He makes the original deal on his order and the deal belongs to the principal until closed. Market sometimes jumps beyond where the margin in hand expires. This does not relieve the principal. He is liable until the deal is closed. The broker reserves the right to close about where the margin expires. This is merely to guard against undesirable traders. Be fair. Shoulder your own losses. Don't shirk. We guarantee all trades. Our guarantee has been as good as a government bond since 1846."

## WILL IT WELCOME THE CHANGE?

Herbert Spencer, eminent essayist and scientist, said: "Monotony, no matter what kind, is unfavorable to life." The well known Red Letter of J. F. Zahm & Co. of Toledo appeared in September in a distinct change from its form of years. The table of closing prices at Toledo and other points was found at the bottom of the letter instead of at the top and readers were thus placed first in touch with the factors that influenced prices before noting the changes in prices themselves.

Surely, "tempora mutantur, et nos mutamur in illis." But the author of the Red Letter hedged a trifle by asking if their readers would welcome the change—requested them to "say something." As far as we are concerned we were pleased first, because we like a change once in a while on general principles, and secondly, because we think the cause should come before the effect anyway. Then too, if the country client has sold ten or twenty, say a quarter of an hour before the close and the market makes a whirlwind finish as frequently happens, he should be led up to the fatal denouement the next morning on low gear and not be subjected to the

sudden shock of a two point rise on the very top of the page. Yes, we think the change is a good, a wise, and a safe innovation.

## BIRDS OF A FEATHER

A transaction involving the splitting of a minus nine cent profit, was a recent problem confronting Thomas K. Martin and Jas. D. Parrott, two of the well known grain men on the St. Louis Merchants' Exchange at St. Louis, Mo. A shipper sent by boat, thirty-two bushels of corn consigned to Martin (family *Hirundinidae*) and the disposition of the grain provided the splitting of the commission with Jas. D. Parrott (family *Psittacidae*). After all expense for handling the consignment had been paid, Martin figured the commission for handling the corn and found it to be exactly sixteen cents "minus nine cents profit" thought he to himself as he sought out Parrott:

"You can have it all" said Parrott, magnanimously,

## THE NEW YORK SITUATION

L. W. Forbell of the Produce Exchange, New York City, said early in the week: "Another liberal increase in the visible supply was without effect in view of the recognized cheapness of oats compared with other feeds and the prospect of an increasing use of them all over the country. There has been an active demand all the week at advancing prices, and the tendency now is for present levels to be exceeded in the near future. We expect moderate reactions to occur, and the weight of the enormous visible may at times prove detrimental to the permanency of values, but the confidence of large holders in their ultimate value will be an influential factor in the situation. Prices have moved sympathetically with futures toward a higher level, but the cash demand was disappointing, there being no business of consequence from exporters."

## CHANGES IN MEMBERSHIP

**Baltimore:**—The Chamber of Commerce has elected Samuel C. Wilson to membership, and Secretary Jas. B. Hessong also reports that Jas. A. Clark, Jr., has been transferred.

**Chicago:**—The Board of Trade, as reported by Secretary J. C. F. Merrill, had a number of changes during August. New members are: Earl G. Rapp, Edw. S. Sheridan, Watson S. Moore, Henry C. Dyckman, Robert J. Reid, Chas. W. Cooper, Edw. G. Dunn, Claude H. Sayle, Wm. A. Worth, Philip R. Duggan, and Harry L. Emmett. Those transferred are: Estate of Geo. A. Rhodes, Harry F. Todd, Edwin Mooers, Jas. C. Beatty, Wm. I. Hutchinson, Carey F. Harney, Fred W. Dean, Estate Edw. L. Wright, Jos. Schneberger, Philip A. Graf, and Benj. A. Squire.

**Duluth:**—Secretary Charles F. MacDonald announces the following changes in the Board of Trade: Members admitted, B. V. Loosemore, J. C. Miller, W. N. Totman, Geo. F. Foster; withdrawn, J. J. Quinn, H. F. Douglass, C. H. Sunderland

**Kansas City, Mo.:**—Secretary E. D. Bigelow reports that T. J. Brosnahan has been admitted to membership on transfer from E. S. Jones, and W. B. Stowers was admitted to membership on transfer from C. H. Bacon.

**Minneapolis:**—Secretary John G. McHugh of the Chamber of Commerce, reports that the following members were added during the month of August: Elmer J. Hendry, Jesse B. Becher, Chas. B. Rogers, Fred J. Midwood, William Hunter, James J. Kennedy, William A. Johnston.



**Milwaukee:**—The changes in membership in the Chamber of Commerce are reported by Secretary H. A. Plumb to be: new member, Peter J. Stupfl; transferred memberships, Alex Berger, and F. R. Skidmore.

**Montreal:**—Secretary Geo. Hadrill reports three new members to the Board of Trade, L. P. Forkir of the Montreal Hay Company, John A. Oswald of Morris & Co., and Philip G. Brockington of the Maple Leaf Milling Company, Ltd.

**St. Louis:**—Secretary Eugene Smith of the Merchants' Exchange reports that the following new members have been admitted: Frank K. Houston, Asst. Cashier 3rd Nat'l Bank; Henry M. Wise, Jones-Wise Commission Co.; F. P. Farrell, C. F. A. Frisco R. R.; Robt. H. McCracken, Allneeda Mills Co.; W. O. Sholes, Langenberg Bros. & Co.; Dempster W. Godlove, James Norris, Norris & Co., Chicago, Ill.; Edwin O. Moffatt, The Moffatt Com. Co., Kansas City, Mo. The following memberships have been transferred: Henry Schmitt, G. W. Galbreath, Frank J. Butler, E. C. Hogan, S. G. McCracken, Louis J. Jones, Leonard J. Maune, Jas. La Tourette.

#### TERMINAL NOTES

Armstrong & Clark have succeeded Seavey & Clark hay and grain dealers of Pittsburg, Pa.

The Farmers Commission Company of St. Louis, Mo., has been incorporated with a capital stock of \$2,000 to deal in hay, grain, etc. The incorporators are E. E. Felkel, R. W. Boisseller and J. P. Henry.

George W. Bacon, who has been for the past twenty years connected with A. O. Slaughter & Company of Chicago, has formed a connection with E. W. Bailey & Company of Chicago, with offices at 72 Board of Trade building.

The New Century Company of Chicago, Ill., has been incorporated with a capital stock of \$20,000 to deal in grain, cereal products and general merchandise. The incorporators are: G. H. Domke, C. J. Fairchild, G. D. Rose.

It is reported that the Cleveland Grain Company has taken over the lease of the Early & Daniels Company in the Big Four Elevator at Cincinnati, Ohio, and will operate the house in connection with their other western elevators.

The D. Rothschild Company of Chicago, Ill., was recently incorporated with a capital stock of \$10,000 to operate grain elevators and do a general grain business. The incorporators are: Albert Rothschild, David Rothschild and Daisy Rothschild.

Robert M. Henshillwood has become manager of the Cleveland branch office of Finley Barrell & Company of New York and Chicago. Offices are in the Hollenden. Forrest A. Graves, former manager, has been transferred to the New York office.

John A. Costello, until recently in charge of the cash grain department of Sidney Long & Co., of Chicago, has started in the general grain business on his own account under the style of John Costello & Co. Offices are in room 504 No. 315 South La Salle street, Chicago.

The Twin City Trading Company of Minneapolis, Minn., has taken out incorporation papers in Illinois with a capital stock of \$250,000. The officers of the company are Albert Dickinson, president, Chicago; Charles Dickinson, vice-president, Chicago; Charles S. Fellows, assistant secretary, Minneapolis.

J. Clifford Curry, a well known cash grain man on the Chicago Board of Trade, has been appointed secretary and treasurer of Howard J. Hanks & Co., who are operating the only alfalfa mill in the Central West, the nearest being at Omaha and Kansas City. The mill is located at Forty-seventh avenue and Twelfth street on the Belt Line.

Paul Van Leunen & Co. of Cincinnati, Ohio, have moved their general offices into new quarters on the twenty-sixth floor of the Union Central Life Insurance building, where they will cordially welcome all their friends in the future. The offices are in the southwest corner of the building and afford a beautiful view of Kentucky and down the Ohio river. The removal adds a new link into the chain of growth of this very energetic and well known

Cincinnati grain firm. The name "Van Leunen" has grown to be a synonym for fair treatment and good service.

William and Charles Timberlake, formerly handling the cash grain business of B. S. Wilson & Co., of Chicago, have formed a joint account with Bridge & Leonard of Chicago, and will carry on a general commission business in grain and seeds. They will be represented in western grain territory by all the old traveling men who were with them when associated with B. S. Wilson & Co.

W. M. Hopkins, manager of the Transportation Department of the Chicago Board of Trade, has arranged with the Chicago, Indianapolis & Louisville Railroad for the placing of a representative on the exchange floor to receipt for reconsigning orders and surrendered bills of lading, such representative to be on duty during the hour 1:00 to 2:00 p. m. on each business day except Saturday and during the hour 12:00 noon to 1:00 p. m. Saturdays.

Herbert D. Foster, who has had wide experience in Michigan and Ohio in buying and selling hay, and



HERBERT D. FOSTER  
Hay Inspector, Detroit Board of Trade.

who until recently has been engaged in the hay business at Detroit, Mich., has been appointed hay inspector of the Detroit Board of Trade.

#### RECEIPTS AND SHIPMENTS

Following are the receipts and shipments of grain, etc., at leading receiving and shipping points in the United States for the month of August, 1913:

**BALTIMORE.**—Reported by James B. Hessong, secretary of the Chamber of Commerce.

Articles.	1913.	1912.	Shipments.	1913.	1912.
Wheat, bu.....	4,712,632	1,588,802	4,672,546	1,100,567	
Corn, bu.....	210,036	183,180	10,120	59,652	
Oats, bu.....	576,262	468,017		30,560	
Barley, bu.....	3,000				
Rye, bu.....	112,431	9,307	85,761		
Hay, tons.....	3,416	3,192	522	656	
Flour, bbls.....	203,903	103,935	44,234	28,889	

**BUFFALO.**—Reported by the Chamber of Commerce.

Articles.	1913.	1912.	Shipments.	1913.	1912.
Wheat, bu.....	7,473,971	7,145,788			
Corn, bu.....	2,477,430	1,321,185			
Oats, bu.....	1,273,800	661,588			
Barley, bu.....	710,150				
Rye, bu.....	164,340				
Flax seed, bu.....	945,190				
Flour, bbls.....	1,453,315	945,738			

**CHICAGO.**—Reported by J. C. F. Merrill, secretary of the Board of Trade.

Articles.	1913.	1912.	Shipments.	1913.	1912.
Wheat, bu.....	14,445,000	6,295,500	9,242,000	9,230,000	
Corn, bu.....	4,291,000	6,408,900	5,421,000	4,404,400	
Oats, bu.....	13,896,000	14,550,900	8,182,000	7,666,300	
Barley, bu.....	1,188,000	864,700	299,000	115,000	
Rye, bu.....	250,000	234,800	50,000	75,400	
Tim. seed, lbs..	3,601,000	2,915,800	1,774,000	1,951,100	
Clover seed, lbs.	40,000	573,900	65,000	59,100	
Other grass seed, lbs.	767,000	2,565,400	851,000	1,321,400	
Flax seed, bu.....	240,000	46,600	3,000	2,100	
Broom corn, lbs.	1,167,000	948,800	2,068,000	422,400	
Hay, tons.....	14,353	13,294	1,178	1,421	
Flour, bbls.....	826,000	562,742	689,000	658,462	

**CINCINNATI.**—Reported by W. C. Culkins, secretary of the Chamber of Commerce.

Articles.	1913.	1912.	Shipments.	1913.	1912.
Wheat, bu.....	493,523	607,896	461,930	160,462	
Corn, bu.....	601,168	644,655	273,211	423,821	
Oats, bu.....	939,932	1,041,175	499,012	224,492	
Barley, bu.....	25,973	694	28		
Rye, bu.....	88,776	36,486	22,942	13,336	
Tim. seed, lbs..	3,821	2,492	4,093	864	
Clover seed, lbs.	713	1,251	874	1,216	
Other Grass seed, lbs.	10,609	7,377	5,497	5,923	
Flax seed, bu.....	57	56			
Broom corn, lbs.	59,212	105,180	43,049	86,000	
Hay, tons.....	12,228	7,924	7,437	2,590	
Flour, bbls.....	121,616	99,919	76,101	121,726	

**CLEVELAND** (by rail).—Reported by M. A. Havens, secretary of the Chamber of Commerce.

Articles.	1913.	1912.	Shipments.	1913.	1912.
Wheat, bu.....	160,713	62,942	34,030	53,922	
Corn, bu.....	223,205	612,245	60,802	121,948	
Oats, bu.....	864,887	501,626	67,522	294,126	
Barley, bu.....	4,938	3,694	417		
Rye, bu.....	17,110	1,514	715		
Flax seed, bu.....		7,294	6,164	2,104	
Hay, tons.....	2,959	5,124	382	1,926	
Flour, bbls.....	61,826	62,105	15,974	14,990	

**DETROIT.**—Reported by M. S. Donovan, secretary of the Board of Trade.

Articles.	1913.	1912.	Shipments.	1913.	1912.
Wheat, bu.....	260,000	23,000	93,900	11,209	
Corn, bu.....	89,100	158,900	7,200	83,190	
Oats, bu.....	554,500	380,000	28,500	88,410	
Barley, bu.....	8,000				
Rye, bu.....	89,000		6,350	16,260	
Flour, bbls.....	34,800	21,735	39,800	27,870	

**DULUTH.**—Reported by Charles F. MacDonald, secretary of the Board of Trade.

Articles.	1913.	1912.	Shipments.	1913.	1912.
Wheat, bu.....	1,319,624	538,029	3,438,234	2,116,861	
Corn, bu.....	2,694		10,848		
Oats, bu.....	833,484	82,196	1,436,802	69,580	
Barley, bu.....	820,162	311,372	456,441	14,744	
Rye, bu.....	318,219	168,751	257,133	93,068	
Flax seed, bu.....	586,157	117,637	1,329,364	245,920	
Flour, bbls.....	915,600	741,025	1,035,080	837,815	
Flour prod., bbls.	101,785	72,945			

**INDIANAPOLIS.**—Reported by William H. Howard, secretary of the Board of Trade.

Articles.	1913.	1912.	Shipments.	1913.	1912.
Wheat, bu.....	340,000	615,000	182,000	40,000	
Corn, bu.....	936,000	576,000	266,000	210,000	
Oats, bu.....	1,262,000	1,770,000	131,000	491,000	
Rye, bu.....	10,000	2,000	1,000		
Hay, cars.....	113	73			

**KANSAS CITY.**—Reported by E. D. Bigelow, secretary of the Board of Trade.

Articles.	1913.	1912.	Shipments.	1913.	1912.
Wheat, bu.....	7,045,200	10,437,600	1,760,400	6,054,000	
Corn, bu.....	1,486,250	895,000	807,500	556,250	
Oats, bu.....	1,827,500	844,900	827,900	457,300	
Barley, bu.....	57,400	4,200			
Rye, bu.....	84,700	9,900	56,100	4,400	
Kafir corn.....	11,000	46,200	101,200	53,000	
Flax seed, bu.....	14,000	3,000	4,000		
Bran, tons.....	800	1,480	8,520	6,600	
Hay, tons.....	37,680	35,016	6,852	6,960	
Flour, bbls.....	11,000	25,750	230,000	204,750	

**MILWAUKEE.**—Reported by H. A. Plumb, secretary of the Chamber of Commerce.

Articles.	1913.	1912.	Shipments.	1913.	1912.
Wheat, bu.....	640,550	1,658,300	351,900	817,611	
Corn, bu.....	292,640	589,900	204,810	326,193	
Oats, bu.....	1,254,300	1,150,200	786,650	614,643	
Barley, bu.....	435,700	603,200	106,400	86,533	
Rye, bu.....	163,900	102,300	27,500	17,500	
Tim. seed, lbs..	60,000		489,640		
Clover seed, lbs.	30,000	12,525	68,277	36,980	
Flax seed, bu.....	10,800	39,600			
Hay, tons.....	1,528	2,976	120	72	
Flour, bbls.....	241,400	235,615	369,326	310,538	

**MINNEAPOLIS.**—Reported by H. W. Moore, statistician of the Chamber of Commerce.

Articles.	1913.	1912.	Shipments.	1913.	1912.
Wheat, bu.....	6,778,160	8,761,050	2,599,410	1,992,730	
Corn, bu.....	407,830	345,030	182,560	188,160	
Oats, bu.....	3,406,470	1,373,830	487,620	827,680	
Barley, bu.....	2,129,920	2,001,340	1,572,100	1,161,200	
Rye, bu.....	693,200	842,510	254,840	260,680	
Flax seed, bu.....	280,840	160,000	53,890	25,590	
Hay, tons.....	2,310	3,450	80	240	
Flour, bbls.....	68,513	38,364	1,609,551	1,340,777	

**MONTREAL.**—Reported by George Hadrill, secretary of the Board of Trade.

Articles.	1913.	1912.	Shipments.	1913.	1912.
Wheat, bu.....	5,207,660	3,120,430	4,699,386	2,607,654	
Corn, bu.....	13,697	32,729	30,168	16,488	
Oats, bu.....	853,452	2,266,166	793,594	930,492	
Barley, bu.....	464,089	184,813	624,630	152,977	
Rye, bu.....			59,466	315	
Flax seed, bu.....	2,408,524	41,967	2,360,909		
Hay, bales.....	23,974	55,997	48,988	73,538	
Flour, sacks.....	240,148	234,518	271,616	401,274	

**NEW ORLEANS.**—Reported by H. S. Herring, secretary of the Board of Trade.

Articles.	1913.	1912.	Shipments.	1913.	1912.
Wheat, bu.....	323,400	4,000	1,407,000	2,182	
Corn, bu.....	179,000	132,000	208,000	248,850	
Oats, bu.....	254,000	180,000	6,000	6,297	
Hay, tons.....	1,476	3,190	241	87	
Flour, bbls.....	121,388	103,630	77,000	52,218	

**NEW YORK CITY.**—Reported by H. Heinzer, statistician of the Produce Exchange.

Articles.	1913.	1912.	Shipments.	1913.	1912.
Wheat, bu.....	5,531,300		4,832,195		
Corn, bu.....	385,225		55,234		
Oats, bu.....	1,830,950		137,918		
Barley, bu.....	511,175		332,795		
Rye, bu.....	48,300		58,601		
Tim. seed, bags.			1,250		
Clover seed, bags.	490		1,280		
Flax seed, bu.....	748,500		251,206		
Hay, bales.....	21,896		12,233		
Flour, bbls.....	804,988		345,644		



**OMAHA.**—Reported by F. P. Manchester, secretary of the Grain Exchange.

Articles.	Receipts		Shipments	
	1913.	1912.	1913.	1912.
Wheat, bu.....	3,818,400	3,012,000	2,886,000	1,766,400
Corn, bu.....	2,547,600	1,395,600	2,103,200	1,246,300
Oats, bu.....	2,531,300	1,003,000	1,008,000	598,500
Rye, bu.....	59,400	3,300	41,000	10,000
Barley, bu.....	1,400	42,000	4,000	4,000

**PEORIA.**—Reported by John R. Lofgren, secretary of the Board of Trade.

Articles.	Receipts		Shipments	
	1913.	1912.	1913.	1912.
Wheat, bu.....	218,100	344,000	172,645	320,600
Corn, bu.....	988,807	1,426,151	127,175	1,024,756
Oats, bu.....	1,828,300	1,882,911	865,000	1,777,360
Barley, bu.....	96,000	97,363	71,445	39,748
Rye, bu.....	31,200	50,400	46,700	18,584
Mill feed, tons..	6,727	3,188	13,276	8,571
Seeds, lbs.....	180,000	180,000	90,000	90,000
Broom corn, lbs.	75,000	.....	125,000	45,000
Hay, tons.....	2,780	1,757	740	151
Flour, bbls.....	179,558	190,756	177,773	163,375

**PHILADELPHIA.**—Reported by Frank E. Marshall secretary of the Commercial Exchange.

Articles.	Receipts		Shipments	
	1913.	1912.	1913.	1912.
Wheat, bu.....	1,834,614	2,393,082	1,595,698	1,774,629
Corn, bu.....	116,880	89,900	.....	.....
Oats, bu.....	527,484	844,403	.....	.....
Rye, bu.....	3,200	800	.....	.....
Clover seed, bags	300	.....	.....	.....
Flax seed, bu....	29,087	8,000	.....	.....
Hay, tons.....	5,461	6,808	.....	.....
Flour, bbls.....	159,734	106,702	101,523	24,801

**SAN FRANCISCO.**—Reported by Wm. B. Downes, statistician of the Chamber of Commerce.

Articles.	Receipts		Shipments	
	1913.	1912.	1913.	1912.
Wheat, ctls.....	219,524	.....	353	.....
Corn, ctls.....	3,610	.....	273	.....
Oats, ctls.....	31,703	.....	73	.....
Barley, ctls.....	393,262	.....	186,200	.....
Rye, ctls.....	4,400	.....	.....	.....
Hay, tons.....	22,654	.....	1,771	.....
Flour, bbls.....	97,953	.....	21,994	.....

**ST. LOUIS.**—Reported by the Merchants' Exchange.

Articles.	Receipts		Shipments	
	1913.	1912.	1913.	1912.
Wheat, bu.....	4,353,633	8,288,393	2,350,440	4,689,610
Corn, bu.....	1,520,050	1,334,935	586,870	617,290
Oats, bu.....	2,979,300	2,783,125	1,542,355	1,601,800
Barley, bu.....	35,320	44,800	8,160	.....
Rye, bu.....	113,740	48,535	87,840	7,640
Pran, sacks.....	105,450	116,330	412,215	276,770
Hay, tons.....	20,960	20,442	10,050	10,815
Flour, bbls.....	301,045	285,170	352,535	298,450

**TOLEDO.**—Reported by Archibald Gassaway, secretary of the Produce Exchange.

Articles.	Receipts		Shipments	
	1913.	1912.	1913.	1912.
Wheat, bu.....	1,165,000	912,000	169,900	264,900
Corn, bu.....	182,400	206,000	61,100	65,600
Oats, bu.....	1,539,000	1,393,500	1,539,000	1,393,500
Barley, bu.....	1,000	.....	.....	.....
Rye, bu.....	27,000	1,000	13,400	.....
Tim. seed, bags.	2,681	14,583	300	8,759
Clover seed, bags	1,014	590	.....	509
Alsike seed, bags	187	1,415	.....	394

## TRADE NOTES

The Quaker Oats Company of Chicago, Ill., is installing a number of Nordyke & Marmon Company Style "H" Meal Driers in their plant at Cedar Rapids, Iowa.

The B. S. Constant Company, Bloomington, Ill., in their new factory, are experiencing one of the best demands for their lines of machines in the company's history.

The Horton Manufacturing Company of Minneapolis, Minn., has commenced the manufacture of grain cleaners, mill machines, sifters, etc., in connection with their other lines of special machinery.

The Gutta Percha & Rubber Manufacturing Company of Chicago has enjoyed exceptional sales this season on its well known brand of "Mohawk" rubber belting. This belting is in use in very many of the smaller and larger elevators of this country and of Canada.

The Webster Engineering Company of Chicago has been incorporated to conduct a consulting and construction business in elevating, conveying, power transmission and kindred lines. The officers of the company are T. K. Webster, president; T. K. Webster, Jr., vice president; Karl D. Vittum, secretary and treasurer. Offices are in 301-303 Stock Exchange building.

The Union Iron Works of Decatur, Ill., calls the attention of our readers to the fact that the Western grain cleaning and grain handling machines are the very life of the elevator. It is the knowledge, they say, of the requirements for thorough cleaning of grain incorporated in Western machinery, that gives them the reliability, durability, simplicity, and capacity so essential in elevator machinery and ultimate success.

The Detroit Scoop-Truck Company of 2227 West Jefferson avenue, Detroit, Mich., in a new neatly printed pamphlet invite grain dealers everywhere to look into the merits and conveniences of their Climax Scoop Truck. This is a scoop on wheels which has a capacity for carrying two and one-half bushels of grain and two hundred pounds of coal. The price is within reason and its first cost is soon saved over the ordinary scoop.

W. H. Salisbury & Company of Chicago, have published a book entitled "Belting Records" which they announce will be mailed free to any user of belts. The book is arranged so that the elevator, mill or other operator may enter correct records of his belting, size of pulleys of various machines, speed, name, maker, length, width and ply of about 100 belts. The records, if accurately kept, will enable the operator to ascertain which make or kind of belting is giving him the best and longest service

on the most economical basis. Among recent sales was an order for 3,200 feet of 36-inch Salisbury Solid Woven Rubber Belt for service in one of the largest of the grain elevators in the Winnipeg district and 640 feet of 36-inch, same style belt for the elevators of the Galveston Wharf Company of Galveston, Texas.

The annual picnic of the employees of the Eureka Works of the S. Howes Company of Silver Creek, N. Y., was held this year in August, the place selected being Orchard Beach Park, Pa., a beautiful resort on the shores of Lake Erie. Over three hundred people enjoyed the outing and there were games, races, music and dancing, the employees putting into the day all the energy that has helped place "Eureka" machinery among the world's top notchers for workmanship, style and output. One of the pleasant features of the day was the presentation to A. C. Barbeau, M. L. Barbeau, and A. T. Sitterly, each, the heads of the business, of a very handsome solid gold headed cane as a token of esteem from their employees. The outing of 1913 will be remembered as one of the most pleasant of these occasions in the history of the Eureka Works.

The size of a machine is not, relatively speaking, a sure indication of its importance or usefulness. We are led to this conclusion from reading the little folder which the Nordyke & Marmon Company of Indianapolis, Ind., has just published on their Service Elevator for grain elevators and factories, flour and cereal mills. It occupies very small space in the elevator, using very little power and is probably one of the most unobtrusive appliances about the place, but it is one of the most convenient machines ever devised for the saving of time and energy of operatives and others having occasion to use it. One of the attractive features of the Nordyke & Marmon Service Elevator is a safety device for stopping the elevator if the passenger neglects to alight on the top floor. The device is illustrated and described thoroughly in the folder, which will be mailed to all who wish complete details on this up-to-date appliance.

A gala day was enjoyed by the officers and employees of the Huntley Manufacturing Company of Silver Creek, N. Y., on Saturday, August 30. It was the occasion of the annual Huntley picnic and local papers said it was the largest affair of its kind ever held from that city. The place selected for the outing was Point Gratiot, and ten special cars, attended by the Silver Creek Band, unloaded some 800 people at the Point at about 10:30 o'clock. After a group photograph had been taken of the entire company, Judge William Bartlett, in an appropriate speech on behalf of the employees of the

Huntley Works, presented a handsome gold headed umbrella to each of the following officers of the company: C. G. Hammond, president; L. C. Hammond, assistant treasurer; A. B. Chapman and W. A. Chapman, directors. F. L. Cranson, secretary of the company who was unable to attend through illness, was presented with his umbrella before the party left Silver Creek. Each of the officers made a very fitting response in accepting the gift and President Hammond prefaced his remarks with a short history of the company with an outline of its growth. The day was then given over to games and various contests among the different departments of the business, not to say anything of the dinner which was elaborately prepared under the direction of skilled chefs from neighboring Dunkirk. Everyone enjoyed himself to the fullest extent, and the picnic was voted a great success by every one, from all conceivable standpoints.

The Ellis Drier Company of Chicago, who have been experimenting with oat bleachers for a number of years have recently perfected a method of bleaching which they feel is satisfactory in every respect, and which they are prepared to install at a reasonable figure. The following claims are made by this company in regard to its construction and operation: First—No power consuming mechanism such as a positive blower is required. Second—The use of the so-called "restricted aperture" which was formerly considered necessary to allow the excess fumes to pass off has been completely eliminated. Third—An efficient fume cooler has been devised which occupies one tenth the space taken by the steel tank commonly used for the purpose. Fourth—A double pass furnace provided with baffles which effectually produces a thoroughly uniform gas. Fifth—The fire hazard which is great with bleachers sucking or forcing their fumes has been completely overcome. Sixth—A method of atomizing the water used to dampen the oats which insures a perfect contact with the material. Seventh—A construction which produces absolutely even and continuous feed. Eighth—Method of accurately and quickly regulating the mixture of vapor and gas before entering the bleacher for the purpose of light or heavy bleaching. This means economy in sulphur consumption. The Ellis Drier Co., claim that the bleaching accomplished by this method is superior in every respect to anything ever attempted in the bleacher line. Samples will be mailed on request.

### MINNEAPOLIS GRAIN CAPACITY TO BE INCREASED

The record grain receipts in Minneapolis, Minn., during the last month have been a determining factor in the resolution of the Electric Steel Elevator Company to add to its terminal at Twenty-sixth Avenue and Sixth Street with new bins having a storage capacity of 600,000 bushels. This elevator is already the largest in Minneapolis, and with the additional capacity of the proposed addition will bring the total storage capacity of the building to 3,300,000 bushels.

The contract for the new tanks has been placed with the Minneapolis Steel and Machinery Company of Minneapolis, and the contract price is said to be \$50,000. January 1 is the date which has been set for the opening of the addition, so that work will be under way just as soon as material can be secured.

The original elevator of which this addition will be a part is of steel and concrete construction, the hopped floors being of concrete and the sides of corrugated steel galvanized. There are efficient devices for ascertaining the temperature of all parts of each tank so that the danger of overheating is reduced to a minimum, and the cost of this style of construction is the cheapest that the engineers in charge of the first plant could discover. The secretary of the Electric Steel Elevator Company, C. E. Thayer, states that the new addition is built to fill an urgent need and that the company will have immediate use for the additional room as soon as the work is completed.





## ILLINOIS

A new elevator is under course of construction at Adrian, Ill.

Ernest B. Conover has engaged in the grain business at Springfield, Ill.

The Forest City Grain Company, of Forest City, Ill., held its annual picnic on Aug. 19.

The Neola Elevator Company will build 50,000 bushels additional elevator storage at Savannah, Ill.

Farmers around Franklin, Ill., are forming a company for the erection of an elevator near that place.

The Shellabarger Elevator Company, of Decatur, Ill., has decreased its capital stock from \$250,000 to \$105,000.

Work has begun on the construction of a new elevator at Oakland, Ill., for the farmers of that vicinity.

Orin O. Ogle of Keithsburg, Ill., has taken over the elevators at Joy and Arpee, Ill., formerly controlled by M. E. Roberts.

The annual field day of the Plainfield Grain Company, Plainfield, Ill., was held at Electric Park, near that place on Sept. 6.

E. D. Risser of Kankakee, Ill., has purchased an elevator at Paxton, Ill., formerly conducted by R. Mayfield. Mr. Risser contemplates improvements for the house.

Construction work has begun on the new elevator of the Town Line Grain Company at Evans' Siding, near Lincoln, Ill. The house will have a capacity of 18,000 bushels.

The Plainfield Grain Company, Plainfield, Ill., has repaired and opened the elevator at Caton Farm, Ill., recently owned by the defunct Truby Grain Company, of Joliet, Ill.

The Western Wheat Growers' Company has been incorporated at De Kalb, Ill., with a capital stock of \$65,000. The incorporators are A. B. Steuben, R. E. Beckett and H. A. Doebler.

C. A. Carlson has traded his elevator property at Harrisville (R. F. D. from Monroe Center), Ill., for 320 acres of land in the Red River Valley, but he has rented the house and will continue to buy grain.

The Farmers' Grain Company held its annual meeting at Green Valley, Ill., on August 16, and declared a dividend of 5 per cent. It is probable that the company will build a new elevator on a site near the North-Western Railroad.

The annual picnic of the Farmers' Elevator Companies of Somonauk and Sandwich, Ill., was held at Sandwich, Ill., on Sept. 3. A baseball game between the Sandwich and Somonauk teams was a feature of the day's entertainment.

L. T. Hutchins, of Sheldon, Ill., has taken over the elevator and grain business of his brother, W. H. Hutchins, at Milford, Ill., which will be operated in connection with his line of elevators. His son, Verne Hutchins, will have charge of the house at Milford.

The Danvers Farmers' Elevator Company and the Carlock Farmers' Elevator Company held their fourth annual picnic at Otto's Park, near Danvers, Ill., on August 26. Frank G. Odell, of Lincoln, Neb., delivered an address, which was followed by amusements of various kinds.

William Wykle has completed the work of remodeling his elevator at Mahomet, Ill. Reconstruction work began in June and the capacity of the house has been increased to 65,000 bushels. New equipment has been installed and the building has been covered with galvanized iron. An eight-passenger elevator is a feature of the improvements.

S. W. Strong, secretary of the Illinois Grain Dealers' Association, reports the following changes in the ownership of elevators: R. M. Livingston succeeds Davison & Livingston at Toluca, Ill.; the Dallas City Lumber Company succeeds the Black & Loomis Company at Dallas City, Ill.; F. C. Wilson succeeds D. S. Frackleton & Co., at Petersburg, Ill.; F. C. Wilson succeeds the Five Points Farmers' Company at Petersburg, Ill.; Bader & Co. (mail Vermont, Ill.), succeed the Jackson Grain Company at St. Augustine, Ill.; Bader & Co. (mail Vermont, Ill.), succeed O. E. Williams & Co. at Prairie City, Ill.; the Golden Mill and Elevator Company have located at Golden, Ill.; George McAdams succeeds McAdams & James at Ursa, Ill.; the Holcomb-Dutton

Lumber Company succeeds Geo. Stanbury & Son at Holcomb, Ill.; Boughton Bros. succeed J. D. Rothgeb & Co. at Wellington, Ill.; S. M. Lockhart succeeds Pate & Lockhart at Wellington, Ill.; L. T. Hutchins succeeds W. H. Hutchins at Milford, Ill.; Davis & Davis succeed A. F. Davis at Arthur, Ill.; W. C. Ollman succeeds F. H. Griggs at Stillman Valley, Ill.; Bankert & Son have sold out at Newman, Ill.; Garrett & McCleary succeed A. C. Garrett at Disco, Ill.; the Farmers' Grain and Supply Company is a new firm at Warsaw, Ill.; Davis & Davis (mail Arthur, Ill.), succeed A. F. Davis at Fairbanks (R. F. D. from Williamsburg), Ill.; Davis & Davis succeed A. F. Davis at Chesterville, Ill., and the Sydney Grain Company succeeds F. B. Scott at Sidney, Ill.

## EASTERN

Frank Dianto is building an elevator at Randolph, Mass.

John Peck has practically completed his new elevator at Warren, R. I., which is one of the largest elevators in the state.

The Kerr Hill Mill Company, of Titusville, Pa., is completing an additional elevator in connection with its mill, which will give increased capacity for 3,000 bushels of buckwheat.

Engler & Sponseller, of Westminster, Md., are building a new elevator of 25,000 bushels' capacity and the order for machinery has been placed with the Wolf Company, of Chambersburg, Pa.

The Lehigh Valley Railroad has just completed its new 450,000-bushel elevator at the National Docks, Jersey City, N. J. The storage house is constructed of reinforced concrete and, with the equipment installed, eleven cars of grain can be handled hourly.

The People's Supply Company, of Middletown, Md., is building a new 10,000-bushel elevator and the order for the necessary machinery requirements has been placed with the Wolf Company, of Chambersburg, Pa., through its Southeastern representative, R. G. Haulman.

The Athens Milling and Produce Company, Athens, Pa., wholesale dealers in grain, flour, feed, etc., is occupying its new building recently completed. The structure is 90x150 feet on the ground. The owners of the business include Hon. Charles E. Mills, John E. Weller and K. A. Weller. The last two named will personally conduct the business.

The Hathaway Milling Company, a \$10,000 grain and produce firm, has been incorporated with business offices in Binghamton, N. Y., and the plant located at Portlandville, N. Y. The company will manufacture and deal in all kinds of grain and agricultural products. The directors are Horace H. Hathaway, Earl P. Alpin, of Portlandville, and Harriet A. and Virginia N. Hathaway, of Binghamton.

## SOUTHERN AND SOUTHWESTERN

Harry H. Hughes will build an elevator at Nashville, Tenn.

The Durant Grain Company, Durant, Okla., has sold its business to C. J. Harbag.

L. R. Daniels has sold the Farmers' Elevator at Hydro, Okla., to a Mr. McElhanney.

The Lake Charles Grain Company, of Lake Charles, La., will build an elevator and feed mill.

The Burrus Mill and Elevator Company, of Fort Worth, Texas, has installed a new sprinkler system in its plant.

A metal grain tank, having a capacity of 15,000 bushels, is being erected in connection with the Star Mill at Hennessey, Okla.

The Whaley Mill & Elevator Company, of Gainesville, Texas, is building three large steel storage tanks in connection with its plant.

The Easton Grain Company, of San Angelo, Texas, has built a warehouse at Sweetwater, Texas, and L. C. Vinson has been placed in charge.

Stolz & Peterson, grain and feed dealers at Galveston, Texas, have filed an amendment increasing their capital stock from \$20,000 to \$50,000.

Schneider & Riley are building a warehouse at Fredericksburg, Texas, which will be used as a wholesale grain and produce establishment.

At a meeting of the board of directors of the Covington Grocery and Grain Company, Ltd., at Covington, La., a semi-annual dividend of six per

cent was declared, and the building of a grain elevator at Slidell, La., was approved.

The Terminal Grain Company, of Fort Worth, Texas, has petitioned the city commissioners of that place for fire plugs and water mains for its plant.

The Thomas-Roby Company has been commissioned at Greenville, S. C., with a capital stock of \$5,000, to engage in a general grain business. The incorporators are H. M. Thomas, S. C. Roby and F. G. Roby.

The steam plant in the establishment of the Waco Mill and Elevator Company at Waco, Texas, has been dismantled and replaced by electric drives. Power is secured from the Texas Power and Light Company, whose central station is located at Fort Worth, Texas, 88 miles from the mill and elevator. The electrical equipment includes five motors, generating 200 horsepower, the largest of which is 75 horsepower and the smallest, 20 horsepower.

The Standard-Tilton Milling Company will erect a 500,000-bushel elevator in connection with its new milling plant at Dallas, Texas, the contract for which has been placed with the Macdonald Engineering and Construction Company, of Chicago. The elevator and other buildings will be built of reinforced concrete and the elevator will have equipment for handling 25 cars of grain daily. It will be 41x70 feet on the ground and 100 feet high. The entire milling plant will represent an expenditure of more than \$500,000.

## IOWA

The Bryant elevator at Rock Falls, Iowa, has been rebuilt.

The Farmers' Supply Company, of Ladora, Iowa, plans to erect a new elevator.

A new engine has been installed in the elevator at Hastings, Iowa, also a man-lift.

The Farmers' Elevator Company of Eagle Grove, Iowa, has built additional coal bins.

A new elevator has been completed on the farm of Thomas Burns near Breda, Iowa.

The Farmers' Elevator Company of Granville, Iowa, held its annual picnic on Sept. 3.

The Iowa Elevator Company will install improvements in its house at Thornton, Iowa.

The Farmers' Co-operative Company of Primghar, Iowa, is planning to enlarge its elevator.

The Farmers' Elevator Company has leased the Trans-Mississippi Elevator at Turin, Iowa.

The annual picnic of the Farmers' Elevator Company was held at Aurelia, Iowa, on Sept. 3.

The Farmers' Supply Company has purchased the Great Northern Elevator at Orchard, Iowa.

Harry Russell has traded his elevator at Allendorf, Iowa, for a farm near Warren, Minn.

The Farmers' Elevator Company of Manson, Iowa, has built a new coal house, 14x40 feet in size.

The Farmers' Co-operative Company of Luzerne, Iowa, has completed new lumber and coal sheds.

The Farmers' Elevator property at Paton, Iowa, has been sold by an assignee to M. J. Conroy for \$7,300.

Palley Bros. have wrecked the old elevator at Zearing, Iowa, and a new house will be erected in its place.

The old M. D. Gurnett Elevator at Barnum, Iowa, has been purchased by the Farmers' Elevator Company for \$1,500.

The Farmers' Co-operative Company of Sheldon, Iowa, has remodeled its elevator and a higher cupola was constructed.

The Greene Grain Company has been incorporated at Greene, Iowa, with a capital stock of \$15,000. W. H. Greene is an incorporator.

John L. Shearer has purchased the Rhodes Elevator at Rhodes, Iowa, from George Gilbert, and will take possession about October 1.

A new addition has been constructed to the Farmers' Elevator at Laurens, Iowa, giving increased capacity for 22,000 bushels.

The Farmers' Grain Company has been incorporated at Rands, Iowa, with a capital stock of \$10,000. The directors are J. C. Peterson, J. H. Hildreth, Henry Cordes, William Fickbohm, J. A.



Ingle, H. Powers, D. W. Conrad, J. W. Archer and A. R. Harvey.

John Reed, of Platteville, Iowa, has purchased the Greenwood elevator at Greenwood, Iowa, from C. E. Haney, and Fay Wright is operating it under a lease.

Turner Bros., of College Springs, Iowa, have installed scales and a dump for handling all kinds of small grain in their elevator at Taggart, near College Springs.

The Payne Elevator at Westside, Iowa, which was built more than 40 years ago, has been razed to make way for the erection of a new elevator now under course of construction.

The Elberon Farmers' Grain and Supply Company has been incorporated at Elberon, Iowa, with a capital stock of \$15,000. The incorporators are J. C. Shafer, F. L. Mason, J. M. Dovorak and others.

Work is progressing on the new reinforced concrete elevator of the Quaker-Oats Company at Cedar Rapids, Iowa. The Stephens Engineering Company of Chicago has the contract, and the plant will be completed about Dec. 1. The capacity of the new addition is 800,000 bushels.

A meeting of the stockholders of the A. D. Hayes Company was held at New London, Iowa, recently, and an eight per cent dividend was declared. The new officers are: A. D. Hayes, president; H. J. Nugen, vice-president; C. F. Hayes, secretary and treasurer. The company operates elevators at Mt. Pleasant, Mt. Union, Yarmouth and Packwood, together with an elevator and roller mill at New London.

J. H. Strohbeen, of Walcott, Iowa, recently purchased a line of elevators from Dammann & Co., of Bennett, Iowa, and they will be operated by a stock company to be known as the Farmers' Elevator Company. The firm is capitalized at \$30,000, and the officers are: J. H. Strohbeen, president; Ferd. Dietz, vice-president, and J. F. Duvall, secretary and manager. Mr. Duvall will have charge of the elevator at Bennett.

#### MISSOURI, KANSAS AND NEBRASKA

The Farmers' Elevator Company, of Stockham, Neb., has built a new flour house.

Paul D. Miller has gone out of the grain business at Russell, Kan., and is moving to Montana.

The Curtis Elevator at Curtis, Neb., has been taken over by the Farmers' Elevator Company.

The Halstead Milling and Elevator Company, of Halstead, Kan., recently completed its new elevator.

Herman Hauck, who operates an elevator at Valley Falls, Kan., may install a mill of small capacity.

G. O. Garrison has purchased the elevator at Beatrice, Neb., formerly owned by H. H. Norcross.

The Farmers' Elevator Company, of Morrison, Mo., has increased its capital stock from \$10,000 to \$15,000.

C. S. Wilson and J. J. Stanlet are promoting the establishment of a farmers' elevator company at Dixon, Neb.

The Farmers' Grain and Coal Company, of Wyomere, Neb., has installed an electric motor in its new elevator.

The farmers in the neighborhood of Woodcliff, Neb., recently held a meeting to consider organizing an elevator company.

The Farmers' Union Elevator Company has been organized at Abdal (R. F. D. from Superior), Neb., by C. O. Sergeant and others.

The plant of the Claffin Mill and Elevator Company at Claffin, Kan., has been remodeled and operations were resumed recently.

The Jamestown Elevator at Jamestown, Kan., has been taken over by the Lindsborg Milling and Elevator Company, of Lindsborg, Kan.

The Clyde Milling Company of Clyde, Kan., is planning to erect a concrete elevator with a capacity probably exceeding 100,000 bushels.

S. S. Sanders has purchased the business of the Farmers' Elevator Stock Company at Wann, Neb., and Dennis Grimes has been placed in charge.

The Farmers' Co-operative Company has been organized at Verdel, Neb., with a capital stock of \$10,000. G. N. Hight, C. Kellogg and others are the organizers.

Lee King, who has been manager of the Odell Farmers' Elevator at Odell, Neb., has removed to Denton, Kan., where he will engage in the grain and coal business.

The Farmers' Exchange of Homer has been organized at Homer, Neb., with a capital stock of \$50,000. The organizers are C. J. O'Connor, G. R. Roekwell and F. J. Ochander.

The Napoleon Elevator Company, Napoleon, Mo., has begun the erection of a building to cost within \$6,000. It is a frame iron-clad structure with the first story of brick. The company recently incorporated with a capital stock of \$10,000. The officers are: G. F. Oberhelman, president; August Telge-

meier, vice-president; Sam T. Ellis, secretary, and A. F. Wegener, treasurer and manager.

The Farmers' Grain and Coal Company has been organized at Elyria, Neb., with a capital stock of \$10,000. The organizers are Joseph K. Gray, F. Zulkoski, H. W. Fisher and others.

The Farmers' Grain Company, of Omaha, Neb., has taken over the elevator of the Nebraska Improvement Company at Lyons, Neb., and Fred Miller has been appointed manager.

The Red Star Mill and Elevator Company has leased the Nevling Elevator at Wichita, Kan. The house has been in the hands of a receiver for several months, and has a capacity of 150,000 bushels.

The Edgerton Milling Company, of Edgerton, Mo., has completed its new 30,000-bushel elevator which has been under course of construction for some time. It is iron-clad and equipped with large capacity cleaners, man-lift and modern equipment throughout.

The Farmers' Elevator Company has been incorporated at Silver Creek, Neb., and capital has been subscribed for the erection or purchase of an elevator. The following officers were elected: President, Charles Wooster; vice-president, A. McQueen; secretary, F. C. Caulton, and treasurer, C. H. Hoy.

#### OHIO, INDIANA AND MICHIGAN

An elevator may be established at Muir, Mich., by the farmers in that vicinity.

Farmers around Portland, Mich., are planning to build a co-operative elevator.

Farmers in the vicinity of Ionia, Mich., are interested in the building of an elevator.

The Commercial Milling Company has completed its new elevator at Detroit, Mich.

The Fenton Elevator Company of Fenton, Mich., has purchased Burdick Potter's elevator.

J. L. Ortner has completed a machinery warehouse in connection with his elevator at Richville, Mich.

Mesick, Mich., is endeavoring to induce a company to erect an elevator and mill in that district.

The Marshall Elevator Company has been incorporated at Marshall, Mich., with a capital stock of \$10,000.

The Adlard-Persinger Grain Company, of Sidney, Ohio, has changed its name to the Kirkwood Grain Company.

The North Branch Grain Company has built an addition to its plant at North Branch, Mich., for its feed mill.

The Kankakee Elevator Company of Kankakee, Ill., has announced investment of \$2,000 of its \$10,000 capital in Indiana.

Guy Carmean has taken over the elevator and coal yard at Yelverton, near Belle Center, Ohio, formerly operated by David Tough.

S. A. Muff, of Springfield, Ohio, has sold his elevator at New Carlisle, Ohio, to Van M. Morgan, of Indianapolis, Ind., for \$22,500.

Farmers in the vicinity of Sheldon, Ind., are planning the organization of a farmers' equity company for the purpose of operating an elevator.

An \$8,000 elevator will be erected at Warrensville, Ohio, on the city farm. Specifications were submitted to Public Safety Director C. W. Stage.

The Cleveland Grain Company has leased the Big Four Elevator at Cincinnati, Ohio, formerly operated by the Big Four Railroad and Early & McDaniel.

McMorran Bros. & Co., dealers in grain, hay and seeds at St. Paris, Ohio, have been succeeded by the Furnas-Brown Grain Company, of Columbus, Ohio.

The Amendt Milling Company is building a \$35,000 elevator at Monroe, Mich., and will install a drier purchased from the Ellis Drier Company, of Chicago.

Gray & Smith, the new owners of the roller mills at Shreve, Ohio, have increased the grain storage capacity of the plant which has been idle for several months.

The elevator at Mingo, Ohio, which James Mabry purchased from Howard Townsend several months ago, has been taken over again by Mr. Townsend, who is now in charge.

Andrew Ringlein & Sons will raze the old Clutter & Long Elevator at Lima, Ohio, which they have been operating for some time and replace it with a new 20,000-bushel house.

The People's Elevator at Columbus, Ohio, formerly owned by O. W. Stewart, has been purchased by Thompson, Foust & Co., of Delphos and Elida, Ohio. Mr. Thompson will manage the house.

Charles Moog has purchased land at Bryan, Ohio, on which he will erect an elevator and hay barn. Until about a year ago, Mr. Moog operated an elevator at Ney, Ohio, and has been engaged in the hay and grain business in that district for years.

The Napoleon Grain and Stock Company, of Napoleon, Ohio, has elected the following officers: President, Chas. Dannenburg; vice-president, S. P.

Farison; secretary and treasurer, Fred Rickenberg, and manager, C. V. Farison.

Burglars entered the Maddy Elevator at Perrysburg, Ohio, and broke into the office safe, recently.

W. H. Persinger has sold his interests in the elevator at Sidney, Ohio, to J. W. Allinger and has purchased of Mr. Adlard, of Piqua, Ohio, interest in the Kirkwood Elevator, Kirkwood, Ohio.

A farmers' elevator may be established at Caro, Mich., by the business men and farmers in that district. The Saginaw Milling Company has offered to sell one of its elevators at Caro to the proposed company.

D. Gratz & Son are building a 10,000 bushel elevator at Tecumseh, Mich., and will have facilities for handling about 2,200 bushels hourly. They are making arrangements for the installation of a feed and cereal mill.

Charles C. Johnson and son, Louis C. Johnson, of Whitehall, Mich., have purchased land at Muskegon, Mich., on which they are building a feed mill and they will also engage in the wholesale business of selling grain, flour, etc.

#### MINNESOTA AND WISCONSIN

John Danens has rented an elevator at Donnelly, Minn.

The Peavey Elevator at Kasota, Minn., has been repaired.

A. L. Hart has again leased the elevator at Clearwater, Minn.

Farmers in the vicinity of St. Peter, Minn., will erect an elevator.

The Amenia Elevator Company has built a feed mill at Felton, Minn.

J. J. Moughan has leased the Hoffman-Halton Elevator at Richmond, Minn.

An iron-clad elevator, costing \$3,000, will be erected at Denmark, Wis.

R. C. Field has leased the Hagen & Waller Elevator at Osseo, Wis., for one year.

A mill and elevator have been established at Egg Harbor, Wis., for a Mr. Bertschinger.

The Farmers' Elevator and Trading Company was recently incorporated at Rustad, Minn.

N. H. Holte has purchased a gasoline engine for the operation of his elevator at Milan, Minn.

The Farmers' Elevator Company has completed a flour and feed warehouse at Houston, Minn.

Jerry Sheehan has opened and will operate the Cargill Elevator at Graceville, Minn., this season.

Jas. Wilhelm, of Ashton, S. D., has purchased an interest in H. O. Eames' elevator at Morris, Minn.

Farmers in the district adjacent to Watkins, Minn., are contemplating the erection of an elevator.

The Farmers' Elevator Company at Wylie, Minn., has installed a new automatic scale and a man-lift.

The Minneapolis & Northern Elevator at Dalton, Minn., has been sold to the Randall-Gee-Mitchell Company.

The Thorpe Elevator at Gary, Minn., has been rented by Timanson Bros. and will be placed in operation.

The New London Milling Company has completed its new elevator at Asbury (R. F. D. from Granite Falls), Minn.

Charles Schleicher has disposed of his elevator at Millville, Minn., to the R. E. Jones Company, of Wabasha, Minn.

The elevator and warehouse buildings of McLaughlin & O'Halleran at Bixby, Minn., have been painted recently.

The elevator at Henderson, Minn., has been sold by C. S. Harris to the Skewis Grain Company, of Minneapolis, Minn.

The Ellendale Farmers' Milling and Elevator Company, of Ellendale, Minn., has installed automatic scales in its elevator.

The Chokio Equity Exchange, recently organized at Chokio, Minn., has purchased the elevator of M. J. Mahoney for \$3,000.

Albert Spalding has taken over the mill and elevator at Lamberton, Minn., and has installed new equipment in the elevator. At present he will not operate the mill except for feed grinding.

A representative of the R. F. Jones Company, of Wabasha, Minn., has been conferring with N. C. Foster at Fairchild, Wis., relative to the building of elevators at stations along the new extension of the Fairchild & North-Eastern Railway.

The Farmers' Grain Company at Bay City, Wis., has decided to remodel and enlarge the elevator recently purchased from Frank Winberg. A. H. Bjorlie and J. E. Erickson will manage the business and Carl Stolz will act as buyer.

Farmers in the vicinity of Currie, Minn., are interested in the organization of a farmers' elevator company. The following were appointed as a committee to solicit members: Ed Deslauries, John Ehrlinger, Peter Basset, Arthur Johnson, J. P.



Moran, Jos. Busch, Peter Ockenfels, John Donnelly and Henry Paal.

The Farmers' Elevator Company has been incorporated at Myrtle, Minn., with a capital stock of \$15,000. The officers of the company are: Peter Nelsen, president; Chas. Funfar, vice-president, and E. E. Dunn, secretary and treasurer.

The Cokato Elevator Company held its annual meeting at Cokato, Minn., recently and elected the following officers: S. J. Swanson, president; Frank Swanson, treasurer, and Gust P. Olson, secretary. The company may install a new dump scale.

The Farmers' Elevator Company has been organized at Traverse, Minn., and has purchased two elevators at Traverse from the Reliance Elevator Company. The officers of the company are: C. H. Hanson, president; William Schmidt, vice-president; Joseph S. Nelson, secretary and treasurer, and Edwin Johnson and F. O. Quist, directors.

The Twin City Trading Company, of Minneapolis, has contracted with the Minneapolis General Electric Company for 2,000 horsepower in motors. The present installation will be only 500 horsepower, but new elevators will be constructed within a year which will require an additional 1,200 or 1,500 horsepower. This contract enables the grain firm to shut down its isolated steam plant.

## WESTERN

A new farmers' elevator is being erected at Outlook, Mont.

Johnston & Hunt will build an elevator at Chugwater, Wyo.

C. W. and W. J. Jennison are building an elevator at Fairview, Mont.

A second elevator is under course of construction at Inverness, Mont.

The Cullen Elevator Company has completed its house at Beaverton, Mont.

Thos. Halvorson is building a 30,000-bushel elevator at Sweet Grass, Mont.

A grain cleaner has been installed in the Farmers' Elevator at Glendive, Mont.

The Rocky Mountain Elevator Company is building an elevator at Carter, Mont.

Work is progressing on Thomas L. Flemings' new elevator at Grass Range, Mont.

The Farmers' Grain Company has completed and equipped its new elevator at Creston, Wash.

The Farmers' Elevator Company has installed a grain cleaner in its new elevator at Lewistown, Mont.

An addition has been constructed to the elevator at Shelby, Mont., and new equipment has been installed.

The Washington Grain and Milling Company has practically completed its new 30,000-bushel elevator at Wilbur, Wash.

A farmers' elevator is under course of construction at Buffalo, Mont., and a spur track has been laid to the house.

A Mr. Herman, of Helena, Mont., has been looking for a site at Saco, Mont., for the Imperial Elevator Company.

The Victoria Elevator Company, of Homestead, Mont., is building an elevator to replace the house recently destroyed by fire.

The Rocky Mountain Elevator Company has purchased the elevator of the Winter-Truesdell-Ames Company at Brady, Mont.

The Farmers' Mercantile Elevator Company has awarded a contract for the erection of a 40,000-bushel elevator at Sidney, Mont.

The Wood & Wright Company has succeeded the C. E. Wood Company, grain dealers at Nez Perce, Idaho. James G. Wright is manager.

The house of the Lytle Elevator Company at Columbus, Mont., has been taken over by A. L. Thomas and L. Doane, of Dixon, Mont.

The Farmers' Union has completed its new elevator at Davenport, Wash. The house is of concrete construction and has a capacity of 30,000 bushels.

The Tacoma Grain Company, of Tacoma, Wash., has been making improvements in its large plant and ordered sifters from the Wolf Company, of Chambersburg, Pa.

The Farmers' Union is building a 40,000-bushel elevator at Genesee, Idaho, to be operated by a 50-horsepower gasoline engine. The equipment will include a smutter and a chop mill.

The Globe Grain and Milling Company, of Los Angeles, Cal., is planning to handle all grain in bulk instead of in sacks. The company's steamship, "Portland," has been remodeled to accommodate bulk grain.

At the annual meeting of the stockholders of the Twin Bridges Farmers' Elevator Company, Twin Bridges, Mont., the old board of directors was re-elected. A report submitted by Manager May

showed that the company is in a flourishing condition.

The Whetstone-Turner Warehouse Company has completed its new elevator at Turner, Wash. It has a capacity of 120,000 bushels and is 96 feet high.

The Colfax Milling Company, Colfax, Wash., will do a general grain and warehouse business in addition to its milling business. The company now has warehouses at Colfax, Manning, Blackwell, Steptoe, Cashup and Thornton.

The Farmers' Elevator Company has been incorporated at Lakeside, Mont., with a capital stock of \$10,000. The incorporators are William Prandall, Andrew J. Allen, Edward J. Cody, Richard H. Sweetman and Luke D. Sweetman.

The Milk River Elevator Company has incorporated at Chinook, Mont., with a capital stock of \$30,000. The incorporators are Thos. O'Hanlon, J. H. O'Hanlon and O. Harlen. The company has a new elevator under course of construction.

The Farmers' Elevator Company of Yates has been incorporated at Yates, Mont., with a capital stock of \$10,000. The incorporators are: Claude H. Moulton, of Beach, N. D.; Leonard J. Alguire, of Yates, and Albert Alguire, of Sioux Falls, S. D.

## THE DAKOTAS

A. J. Murray has built an elevator at Bath, N. D.

A farmers' elevator will be erected at Sterling, N. D.

Fred Ahlbrecht & Sons of Denhoff, N. D., have sold out.

Ole Sjurson has purchased the Chilson Elevator at Bristol, S. D.

The Duluth Elevator at Portland, N. D., has been repaired.

The Farmers' Elevator Company, of Heaton, N. D., is selling harvesters.

A Fairbanks Engine has been installed in the Thorpe Elevator at Geneseo, N. D.

A new grain cleaner has been installed in the Farmers' Elevator at Milton, N. D.

A concrete foundation has been built under the Cousin Elevator at Carrington, N. D.

The Ortley Farmers' Elevator Company of Ortley, N. D., has installed a new grain cleaner.

John P. Jungers of Regent, N. D., will build a mill and elevator at New England, N. D.

The Farmers' Mutual Elevator Company of Kathryn, N. D., has installed a grain cleaner.

An elevator is under course of construction at Arvilla, N. D., for a firm at Duluth, Minn.

The Ely-Salyards Grain Company is building a 40,000-bushel elevator at New Rockford, N. D.

The Missouri Valley Grain Company is building an elevator at Price (R. F. D. from Butte), N. D.

The Farmers' Elevator Company has installed grain cleaning equipment in its house at Bisbee, N. D.

The Monarch Elevator Company has purchased the house of the Mose Elevator Company at Mose, N. D.

The house of the Schmid & Anderson Grain Company of Buchanan, N. D., has been opened for the season.

The Farmers' & Merchants' Elevator Association of Devil's Lake, N. D., has installed a new grain cleaner.

Julius Miller has purchased the Raney Elevator in Humboldt, S. D., and will take possession on October 1.

The Minto Grain Growers' Co-operative Company, of Minto, N. D., has declared a dividend of eight per cent.

The Perry Elevator Company, Wakonda, S. D., has changed the style of its name to the Bahb Elevator Company.

At the recent annual meeting of the Farmers' Union Elevator Company at Henry, S. D., a 10 per cent dividend was declared.

Farmers in the vicinity of Dahlen, N. D., have purchased the Atlantic Elevator at that place, and Wm. Anton will act as buyer.

The Farmers' Elevator Company of Carthage, S. D., has installed a new Fairbanks-Morse Compound Scale and hydraulic oil dump.

Farmers in the vicinity of Java, S. D., have organized a co-operative elevator company and purchased the Crown Elevator.

The Farmers' Elevator Company of Clyde, N. D., has repaired its elevator and installed new equipment, including a grain cleaner.

The Farmers' Grain and Trading Company has leased the Thorpe Elevator at Milnor, N. D., and H. E. Wyum is manager of the house.

The Eldridge Farmers' Elevator Company has been incorporated at Eldridge, N. D., with a capital stock of \$20,000. The incorporators are John E. McGillivray, Theo. H. Thom and Elmer Role. The

company has purchased a half interest in the Star Elevator at Eldridge, owned by the Star Elevator Company, of Jamestown, N. D.

The Marshall-McCartney Company of Oakes, N. D., has purchased the Hardin Elevator at Guelph, N. D. Robert Smith will be the agent.

The Farmers' Elevator Company has purchased the Truax Elevator at Mt. Vernon, S. D., and Andrew Daggert has been placed in charge.

The Powers Elevator at Melville, N. D., recently destroyed by fire, will be rebuilt at once. The former house had a capacity of 50,000 bushels.

The Burt Equity Exchange of Burt, N. D., will build a one-story building this year and next year it is probable that an elevator will be erected.

The Drayton Farmers' Elevator Company of Drayton, N. D., has installed an eight-horsepower gasoline engine made by Fairbanks, Morse & Co. of Chicago.

At the annual meeting of the Wolford Farmers' Elevator Company at Wolford, N. D., the directors' report showed an earning of 67 per cent of the capital stock, and a dividend of 10 per cent was declared, with an additional four per cent on the value of grain sold to the house by each stockholder. The following officers were elected: D. L. Peters, president; J. H. McIntyre, vice-president; Ben Jacobson, treasurer, and M. Breen, secretary.

## CANADIAN

A new elevator is under course of construction at Gull Lake, Sask.

The Farmers' Union of Alberta is building a new elevator at Coutts, Alta.

Machinery is being installed in the new Dominion Elevator at Rosebank, Man.

J. A. Dahl has taken charge of the Co-operative Elevator Company at Herbert, Sask.

The Western Farmers' Elevator Company has been incorporated at Kerr-Robert, Sask.

The McLaughlin Elevator Company has sold its house at Rocanville, Sask., and it will be removed to another point.

The Morse Elevator Company, Ltd., has sold its business at Morse, Sask., to the Saskatchewan Co-operative Elevator Company.

The new Royal Elevator at Herbert, Sask., is practically complete and the erection of another house is under contemplation.

E. E. Bayne and L. G. McLeod will operate the three elevators at Virden, Man., controlled by the Grain Growers' Grain Company.

The Saskatchewan Co-operative Elevator Company has purchased the Northern Elevator at Fillmore, Sask., which has been remodeled.

It has been announced that the Alberta Pacific Elevator Company has purchased the plant of the Brownhowey Company, Vancouver, B. C.

Arrangements have been made for the affiliation of the Macleod Farmers' Elevator Company, Macleod, Alta., with the Alberta Co-operative Elevator Company.

It is reported that two firms contemplate erecting elevators with a million bushels' capacity at Vancouver, B. C. The names of the companies were not announced.

The Acme Grain Company, Ltd., a company incorporated in the Province of Manitoba, has been licensed as an extra-provincial company to carry on its business in the province of Ontario.

The F. A. Guy Grain Company, Ltd., Fort William, Ont., is building a concrete drier plant in connection with its elevator, which will have a drying capacity of 6,000 bushels daily.

The Pioneer Grain Company, Ltd., capitalized at \$500,000, has been incorporated at Winnipeg, Man., with the following provisional directors: A. C. Rutlan, Henry Gauer, F. G. Davies, H. Little and D. J. McGillivray.

The Co-operative Elevator Company, of Regina, Sask., has announced that it has added 50 new elevators to its chain, increasing the capacity to 5,750,000 bushels this year. It will have 210 elevators ready for this year's crop.

The John S. Metcalf Company, of Montreal, Que., is building a reinforced concrete elevator at Sand Point, Ont., for the Canadian Pacific Railway. When complete the roof of the elevator will be 202 feet above the railway tracks.

A new elevator, especially for export trade, will be built at Montreal, Que., by the Harbor Commissioners. It will have a capacity of nearly 3,000,000 bushels, which will bring the capacity of the elevators of the port to 10,732,000 bushels.

The Dwyer Elevator Company, Ltd., has been incorporated at Fort William, Ont., with a capital stock of \$250,000. The company proposes to deal in grain, cereals and agricultural produce, to manufacture and trade in flour and other cereal and grain products, to build and operate mills, elevators, etc., and to carry on all business of a grain-dealing and grain-handling corporation.



## NEWS LETTERS

## TOLEDO

BY E. F. BAKER.

Prospects for a good corn crop in Lucas County and northwestern Ohio are pronounced fairly good by grain men of this city. While the drought has been of long duration the damage in this immediate section is not so bad and a fair crop of good corn is predicted. Wheat proved a much better crop for northwestern Ohio than that of a year ago and there was a good oats crop with fair qualities. Threshing reports show that this has been one of the biggest years in the history of the clover seed business. Toledo is the largest clover seed market in the world and the greater share of the clover seed raised is grown in this vicinity. Dry weather is conducive to big crops of clover. Reports from Columbus indicate that other portions of the state have fared worse and the lack of rain has caused considerable damage to crops generally.

The movement of grain on the local market has been extremely light recently and receipts have been much lower than was expected by grain men. Wheat is being held by farmers and small elevator men in the hope of better prices later in the season. Receipts and shipments have both been very light during the past week, the figures being as follows: Receipts, wheat, 57,000 bushels; corn, 63,600 bushels; oats, 97,600 bushels. The shipments for the week amounted to 46,500 bushels of wheat, 10,700 bushels of corn and 116,000 bushels of oats. The local hay quotations are: No. 1 Timothy \$13.50@14.00; Standard, \$13.00; No. 2, \$12.00; Light clover mixed, \$12.00; No. 1 mixed \$11.00; oat and wheat straw, \$5.00.

Toledo is in better shape than heretofore to take care of the large shipments looked for a little later in the season as the elevator space has been materially increased during the past year. The East Side Iron Elevator added six new tanks, making 24 steel tanks in the entire equipment. The Toledo Grain & Milling Company is operating an elevator and the Central Grain Company has opened the old West Side Iron elevator.

Thus far there has been little complaint of car shortage but fears are entertained for a little later in the season. Toledo is in better shape than ever to overcome car congestion owing to the immense improvements being made in the New York Central yards and shops here, but rumors are already creeping in of car shortages in some sections. Railroads are sending out warnings and appeals for co-operation among shippers and it is generally feared that a few weeks later will see the car situation much tighter than at present.

A bumper crop of clover seed was harvested in Hancock County, this year.

Earl Bright, a young farmer boy of Van Buren Township, Putnam County, won, in addition to a trip to Washington, a glowing compliment from Governor Cox by his one-acre wheat crop and business records. The lad raised 54 bushels and 37 pounds of wheat on one acre and kept books showing just what his crop cost and how much profit his record harvest yielded.

A. L. Elliot, of the grain firm of Elliot & Beaseley, of Stony Ridge, with his wife and daughter, enjoyed a motor trip through southern Ohio recently.

John A. Burrin, a Van Wert County farmer, lost heavily when his two large barns and granary, all filled with crops and farming tools, were destroyed by fire recently. A small amount of insurance only was carried.

A farm co-operation society was formed at Bellefontaine, Tuesday, September 2, by Harrison Township farmers. An all-day conference was held resulting in the organization of the society. The following officers were elected: President, Marion Detrick; secretary, Herbert Caborn; treasurer, James Ateinberger. H. P. Miller, of Portage County, who was present, stated that farmers near Ravena had saved through co-operation \$7,200 on fertilizer alone.

Advance information has been sent out from Columbus concerning a general plan being formulated for greater consolidation of farms for co-operative credit and other purposes. Senator John Cunningham, of Knox County, and Representative W. M. Brown of Ashland County, have forwarded such plans to the Governor, it is stated. The Ohio men were members of the American commission of

agricultural co-operation which recently returned from Europe where they studied conditions there. It was found that European farmers have much superior organization for credit and marketing purposes to those in practice in this country. The agricultural interests of Europe are organized along the lines of credit, production, distribution and social organization for the betterment of country life, according to the report received by the Ohio governor. The commission is expected soon to present for general adoption some plan for betterment of farm conditions in this country and after receiving the proper endorsement be presented to the general assembly at the special session next fall.

Miss Blossom Wales, of Swancreek Township, near Wauseon, won out over all other contestants in the election held at Wauseon recently to determine who should secure a free trip to the Ohio State Fair. The other contestants were all corn boys.

Five counties were represented at the big Corn Boys' picnic given late in August at the farm of J. H. Manchester, near New Hampshire, O. Practically all the boys in the corn growing contest of Shelby, Auglaize, Allen, Putnam and Logan counties were represented at the picnic and many "corn girls" were also present. There were many girls competing with the boys in the corn growing contest. Amusements of all kinds were provided for the boys and girls and the Lima City band furnished music during the afternoon. The Manchester farm is one of the show places of Ohio, comprises 1,600 acres and is managed in a scientific manner. The biggest barn in Ohio is one of the features of this place, is circular in form with a silo in the middle, and the tip of the roof rises 100 feet above the lowest floor. Among the prominent visitors were A. P. Sandles, president of the Ohio State Agricultural Commission, Dean Price of the Ohio State University, and member of the new agricultural commission, and C. G. Williams of the Wooster experiment station, also a member of the commission.

## BUFFALO

BY ELMER M. HILL.

Owing to the extremely dry weather in the Canadian Northwest and throughout the West in general, practically no new grain is moving down the lakes to Buffalo. Officials of the Western Elevating Association and the Buffalo Corn Exchange say that the movement will begin about the latter part of September, and from then until the close of the 1913 season of navigation receipts at the Buffalo elevators will be heavy.

Receipts during the last month have averaged about 3,000,000 bushels of grain a week. This is a slightly smaller figure than for the corresponding period of last year, but grain merchants say it is no indication that the movement down the lakes to Buffalo this season will be any smaller than the movement of last season. On the contrary big grain merchants express the belief that the receipts of grain this year will establish a new ten-year record.

Division superintendents of the railroads entering Buffalo from seaboard points in the East have sent a circular letter to the members of the Buffalo Corn Exchange and also to officials and directors of the Western Elevating Association of Buffalo asking them to give a weekly estimate of the number of cars required so that when the grain rush begins, there will be little or no delay in moving the freight to seaboard points for export.

That the Erie canal will cut but little figure in the grain business between Buffalo and points east is the opinion expressed by grain and elevator interests. Carrying charges on wheat over the Erie canal have been established at 5.5 cents with proportionate rates on other grains. Numerous breaks in the canal banks this season have frightened shippers and they have little or no desire to use the state waterway until there is some guarantee that there will be no delay on the way down to Albany.

Practically all of the grain that has been held in the elevators this summer has either been sent to the East or re-consigned to grain merchants in the south and central parts of New York, with the result that there is plenty of storage room in all of the big structures. The destruction by fire of the Erie elevator has handicapped grain interests to some extent, but it is believed that there will be practically no congestion at this port this fall.

Although desperate efforts are being made by the port of Montreal and other ports along the St. Lawrence River and Lake Ontario to get a larger part

of the grain business from the Canadian Northwest local interests are of the opinion that Buffalo will retain her prestige as a grain receiving port. A new concrete and steel elevator with several million bushels capacity is being constructed in Montreal in order to handle the increased grain business at that port.

The crops throughout western and central New York are suffering from the effects of one of the worst droughts in nearly a score of years and the loss to farmers will be heavy. It is a number of weeks since rain has fallen in this section of the country and the outlook is bad for the corn and potato crops. Farm crops are all short with the exception of timothy hay, of which there has been a good average cutting. There will be little or no third cutting in this vicinity this season. Oats are light and there is next to no corn.

Reports received by members of the Produce Exchange from Oil City and other nearby points in the state of Pennsylvania indicate that corn is suffering severely and unless plenty of rain comes the crop will be a failure. The milk in the stalks is growing weak, brittle and yellow through lack of moisture. The same conditions apply to potatoes.

An official of the Eastern Grain Co., in the Chamber of Commerce has received a circular letter sent out by the Missouri Pacific Railroad in which President B. F. Bush of that western system is quoted as saying that the damage to the corn crop will reduce the yield by 300,000,000 bushels, rather than the sensational figures of 800,000,000 bushels given out by some western corn merchants.

A severe electrical storm which swept over western New York played havoc with grain barns and small farm elevators. Lightning struck George Weyer's grain barn near Swormville and the structure was destroyed with a loss estimated at \$3,500. Charles Peter's grain elevator near Eggertsville was struck by lightning and his loss is estimated at \$5,000.

The Acme Milling Company of Jamestown has completed plans for the construction of a four-story steel and brick fireproof warehouse to be built in back of the mill to be accessible from the Pennsylvania railroad. The first floor of the structure will be used for barn purposes and the other three floors for storage. An electric elevator will be installed. The cost of the structure will be \$15,000. The B. T. Taylor Co. has the contract and it is expected work will be completed before the first of December.

The large grain and hay barns on the Moffat farm near Lancaster, Erie County, were destroyed by fire two weeks ago. More than 100 tons of hay, considerable of this season's harvest of grain, farming implements, etc., were destroyed. The loss is estimated at \$15,000. The property is owned by the Moffats, malsters of Buffalo. H. C. Moffat and his family occupied the house adjoining the barn during the summer.

Within the last three months Buffalo has had three disastrous fires along the water front. The last one was the destruction by fire of a large section of the Knowlton warehouse and part of the weighing room of the Wheeler grain elevator on the Buffalo River. Sparks were carried across the river and fell upon the roof of the Western Transit Company's freight house, the lake line of the New York Central Railroad. The damage to all properties is estimated at \$300,000.

The fire started in the morning in the southeast end of the Mutual Transit Company's lake freight house where thousands of barrels of flour and other valuable merchandise was stored. It is believed the fire started when a carboy containing some acid exploded. The heat from the blazing warehouse was so intense that the fire spread to the weighing room of the big Wheeler grain elevator where thousands of bushels of grain was in storage. The elevator, being concrete, escaped destruction. A long string of cars carrying grain had to be hauled away by a switch engine.

More than a score of grain men and those associated with elevating interests attended the sessions of the fourth annual convention of the International Association of Rotary Clubs held at the Statler Hotel, August 17-22.

Among those who attended were: Alex. H. Davis of Duluth, Minn.; H. F. Davis & Co., feed, grain and hay, 30 East Michigan street; Isaac B. Gibson of Halifax, N. S., Gibson Bros., flour and feed, Low Water street; Will A. Reynaud of Houston, Tex., secretary, O. P. Jackson Co., seeds; O. H. Pitkin of Kansas City, Mo., president, O. H. Pitkin Flour Co., flour, 1221 West Ninth street; Clayton DeWolf of Seattle, Wash., Polson Implement Co., agricultural implements, Western avenue and Columbia street; Paul A. Ketels of Sioux City, Ia., Martens Bros. Milling Co., flour miller, Eleventh and Clark streets; C. E. Burnhart of Winnipeg, Can., Richardson & Sons, Ltd., grains, 212 Grain Exchange.

The visiting grain and elevator men were enter-



tained by individual members of the Buffalo Corn Exchange and Western Elevating Association. On the second day of the great international gathering the delegates were taken on a tour of the Buffalo water front and the visiting grain men appeared to take great interest in the numerous elevators in the harbor.

The Buffalo Chamber of Commerce and the Board of Trade also helped to entertain the visiting delegates.

## CINCINNATI

BY JOHN S. DOBBS.

Southern millers have awakened to the fact that the excellent quality of No. 2 red soft winter wheat should not be overlooked and have been placing their orders rapidly during the past three weeks, with the result that our wheat market is showing a steady advance. Corn buyers are of the unanimous opinion that the present prices are too high and have been living from hand to mouth. Rye has been in good demand and the price has advanced from 60 to 71c for No. 2 rye since harvest. During August our market was glutted with hot and badly damaged oats which crowded the elevators to capacity, but during this month the quality of the arrivals showed a decided improvement and at this writing the oats are selling at higher prices than at any time since the new crop was harvested.

\* \* \*

Many years ago the Big Four Railroad erected a large grain elevator on their tracks in this city and for a long time operated same as a public house for the benefit of the entire trade, but when the Interstate Commerce Commission ruled against such a practice, the plant was leased to the Big Four Elevator Company of which the Early & Daniel Company were the principal stockholders. This lease has been in force for the past five years, during which time the plant was operated partly for the Early & Daniel Company and the balance of the time accepted business from other houses, but on September 1 this lease was terminated and the Big Four Railroad have made a new lease to the Cleveland Grain Company, which will also do some Public Elevator business, but they expect to remodel the plant and add a large dryer. They have opened up offices in the new Union Central building and M. Shepard from Indianapolis, and Messrs. Clark and Doyle from Cleveland have been in Cincinnati for more than a week, making arrangements and have finally concluded to place Mr. Custer from Indianapolis in charge of the local organization. The coming of this large concern will be welcomed by all dealers, as they realize that this will be the means of broadening the market.

## PHILADELPHIA

BY E. R. SIEWERS.

F. P. Warren of 1911 Market street, has branched out into the hay and straw business and Norwood P. Holland, for 20 years with E. L. Rogers & Co., is to represent the active trade.

\* \* \*

Manager W. R. Sinks of James Stewart & Co., Chicago, who was in Philadelphia quite recently, assured Chief Grain Inspector Captain John O. Foering of the Commercial Exchange that the new million-dollar grain elevator at Girard Points for the Pennsylvania Railroad would be finished by the first of the new year, three months sooner than contemplated.

\* \* \*

It is believed that Shane Bros. and Wilson will get control of the old Millbourne mill property at 63d and Market streets, which is to be disposed of to close up the Sellers Estate.

\* \* \*

Walter Keen Woolman, M. F. Baringer and James L. King, have been named as a special committee of the grain trade here to represent the Commercial Exchange at the hearing before the Interstate Commerce Committee on the proposed new bill of lading bill, which hearing takes place September 16, and to urge a more equitable document to take the place of the present unsatisfactory one that has become antiquated and very much one-sided.

\* \* \*

Thomas K. Sharpless, and S. H. Young & Co., and William H. Walker, grain, feed and flour receivers, all located in the Bourse Building, are among the latest membership additions to the Commercial Exchange.

\* \* \*

Secretary John F. Courcier of the Grain Dealers' National Association was on 'Change looking up members with Director James L. King for attendance at the coming annual convention to be held in New Orleans.

\* \* \*

President Antonio Sans of the Commercial Exchange has returned from a brief summer vacation.

\* \* \*

The way the hay men beat the railroad contingent at baseball is still the talk on the Rialto.

## NEW ILLINOIS PUBLIC UTILITIES LAW

Of interest to grain dealers generally is the new Illinois law concerning the Public Utilities Commission. Several sections of the law relate particularly to the grain trade and as the complete act is lengthy, a digest prepared for the Illinois Grain Dealers' Association by its attorney, William R. Bach of Bloomington, Ill., will be found very serviceable. Mr. Bach's summary is as follows:

Pertaining to the Illinois Public Utilities Commission law, enacted by the General Assembly at its last session, as it affects the members of our Association, I beg leave to report as follows:

Section 1. Pertains to the organization of the Commission, which shall consist of five members, not more than three of whom shall belong to any one political party, appointed by the Governor with the consent of Senate.

Sections 2 and 3. Provide for minor appointees of the Commission.

Section 4. Oath and Qualification of Commissioners.

Section 5. Fixes salaries.

Section 6. Fixes office at State Capital. Provides for times of meetings and for an official seal.

Section 7. Fixes fees to be charged by the Commission.

Section 8. Gives Commission supervision over all public utilities and over other business where same is conducted by a public utility. Provides for adoption of rules of procedure.

Section 9. Compels obedience to rules and demands of Commissioners by all public utilities, including the production of all records, accounts, books, etc., before it.

### Definition of Terms

Section 10. Defines all terms used in the act. But three of these definitions affect the grain dealers, viz.:

The term "warehouse," which is defined to be "The term 'warehouse' when used in this Act, includes all elevators or storehouses where grain is stored for compensation, whether the property stored be kept separate or not."

The term "transportation of property" which is defined "The term 'transportation of property,' when used in this Act, includes any service in connection with the receipt, carriage, delivery, elevation, transfer in transit, ventilation, refrigeration, icing, storage, and handling of the property transported."

The term "rate" which is defined "The term 'rate' when used in this Act, includes every individual or joint rate, fare, toll, charge, rental or other compensation of any public utility or any schedule or tariff thereof; and any rule, regulation, charge, practice, or contract relating thereto."

From the definition of the term "warehouse," it will at once appear that any grain dealer who stores grain for compensation is subject to comply with the terms of the act and is under the jurisdiction of the Commission.

Section 11-19. Provides for the keeping of a uniform system of accounts by all public utilities and requires an annual accounting, giving the Commission power to require monthly reports, if necessary. Such reports to be open to public inspection, unless otherwise ordered. Provides for forfeitures and criminal prosecution for violation.

Section 20-31. Pertains to the incorporation of all public utility companies within the state and those incorporated under the laws of other states which seek to do business within this state. Regulates the issuance of all stocks, stock certificates, bonds, notes, etc., granting to the commission the power to determine the amount and the purpose for which same may be issued. Regulates mergers of existing utility companies.

Fixes penalties for violation of this section and avoids all notes, bonds, stocks, etc., issued in violation of the same.

Regulates intercorporate relations between two or more companies.

Regulates transfer of franchises.

Provides for valuation of all property owned by public utility companies.

Fixes fees for stock issued with permission of commission.

### Rates and Service

Article IV, including Sections 32-59. Pertains to rates and service. Also accidents. Provides that all rates must be reasonable and adequate and that all equipment and instrumentalities of service shall be conducive to public health and safety and that of its employees. Provides for filing with Commission of schedule of rates. Their posting and publication in every station or office where the public transacts business with the utility company. No business is to be transacted until such schedule of rates is posted and filed. Provides that no change shall be made in the schedule of rates without 30 days' notice to the Commission and to the public.

Provides for investigations by the Commission, on its own initiative or upon complaint, into the reasonableness of rates and the time for such investigations.

Provides for uniformity of rates to all persons, prohibiting all discriminations and rebates, and for the furnishing of service without delay.

Provides regulations pertaining to the long and short haul and to long and short distance telegraph and telephone communication.

Provides that Commission may determine what rates are unjust and what are inadequate.

Provides for regulation of joint rates of two or more common carriers within the state.

Gives Commission power to require freight to be carried over two or more railroads within state without transfer.

Gives shipper the power to route his freight over through routes established either by the Commission or by the carrier.

Section 43. Provides for the investigation of interstate rates where any act in relation thereto takes place within the state and when interstate rates are in the opinion of the Commission excessive or discriminatory. Gives the Commission power to petition the Interstate Commerce Commission to intervene.

Section 44. Provides for interchange of all traffic, including loaded cars, between railroads; also of messages by telephone and telegraph companies.

Section 45. Regulates side track connection and provides for the manner of securing same by shipper.

Section 46. Provides that Commission may require two or more railroads or two or more street railroads to make connections with each other.

Section 47. Provides for connection between two or more telephones or telegraph companies.

Section 48. Prescribes for joint use of facilities by several companies in certain cases.

### Transportation and Car Equipment

Section 49. Gives Commission power to require additional facilities; also safer and more adequate facilities.

Section 50. Provides how Commission may require more adequate and safer equipment and service.

Section 51. Gives Commission power to require railroads to run sufficient number of cars and to maintain sufficient motive power reasonably to supply the traffic, transported or offered for transportation; also power to require the running of more trains.

Section 52. Provides for the furnishing of cars within reasonable times upon notice; also requires that same must be moved with reasonable diligence.

In times of insufficiency of cars provides for their distribution without discrimination between shippers or localities.

Regulates car demurrage and car switching charges.

Gives the Commission power to fix the time when cars shall be furnished by the carrier, loaded by the shipper and unloaded by the consignee.

Provides also for regulation of scales and the weighing of commodities by the railroad.

Section 53. Gives Commission power to regulate conditions which may be contained in any contract for utility service, including express receipts.

Section 54. Gives Commission power to determine certain standards of service; also for inspection of such service as is rendered; provides for inspectors and their powers.

Section 55. Restricts construction of new plants by existing utility companies.

Section 56. Pertains to the report and investigation of accidents.

Section 57. Gives Commission power to require that all appliances, plants and equipment shall be such as shall be conducive to the health and safety of employees, passengers, customers and the public, and to require the use of safety appliances.

Section 58. Provides for control of the construction of grade crossings; also for their abolition.

Section 59. Extends the right of eminent domain for the purpose of carrying out the provisions of the act.

Article V, Sections 60-80. Pertains wholly to procedures before the Commission.

This portion of the act is of little interest to the dealer except in a few specific instances, to which I will refer, omitting reference to the balance.

### Testimony Must Be Given

In the first place no person shall be excused from testifying or from producing papers, documents, books or accounts on the ground that such testimony or evidence may tend to incriminate or work a forfeiture. But no natural person shall be prosecuted or subjected to forfeiture on account of any matter concerning which he may testify.

Second—All officers or members of the Commission shall have the right to inspect the papers, books, documents, plant, equipment or other property of any utility company.

Third—Any person or company shall have the right



to appeal to the Circuit Court of Sangamon County, Illinois, within thirty days after a hearing or refusal of a hearing upon any rule, regulation, order of decision, which the commission is authorized to make or issue without a hearing. Appeals to Supreme Court of Illinois may be taken from decision of said Circuit Court of Sangamon County.

Fourth—Provides for reparation in cases of overcharge, provided claims for overcharge be filed within two years from time they accrue.

Gives Commission power to investigate damages sustained through any public utility.

Punitive damages may be collected where action of utility company is willful.

This article also provides for the allowance of attorney's fees to successful litigants.

Article V, Sections 81-86. Provides for repeal of certain existing laws and for the time of the taking effect of this particular statute which is January 1, 1914.

This act is expressly stated to not be in contravention of the laws of the United States regulating or pertaining to interstate commerce.

If any grain dealer stores grain for compensation, he becomes amenable to all provisions of this act and is regarded as a warehouseman.

The actual operation of this law will greatly depend on the personnel of the Commission and the nature of the rules which will be adopted by them.

OUTING OF INDIANA GRAIN DEALERS

The three days' outing and picnic held at Lake Maxinkuckee (Culver P. O.), Indiana, September 5, 6 and 7, as arranged for by Secretary Charles B. Riley of the Indiana Grain Dealers' Association was attended by about one hundred grain dealers and their wives and although in the nature of an experiment it proved a decided success. Not only did the outing serve its purpose in developing a more general acquaintance and better fraternal and social relationship between the grain shippers and receivers but it offered an opportunity to discuss the new corn grades recently announced by the U. S. Department of Agriculture.

It also served to discover an ideal place for holding some future grain dealers' convention.

The headquarters for the picnickers was the Palmer House situated on the beautiful Lake Maxinkuckee, which not only offered picturesque scenery and exhilarating atmosphere but afforded an opportunity for splendid bathing, boating and fishing. All of these sports were indulged in with great pleasure by a large number in attendance.

Culver is also celebrated on account of the great Culver Military Academy through which the visitors were invited by the school officials to make a trip of inspection, although the open air sleeping

led along the country roads. A distance of about five miles was traversed, although some wagered it was ten times that distance.

Secretary Riley had announced that this occasion presented an opportunity to discuss the recently announced tentative grades of corn, and a meeting of the delegates was arranged for to be held at the



ON THE SHORE OF LAKE MAXINKUCKEE, CULVER, INDIANA

Assembly hall of the Academy. The meeting was called to order Saturday morning by Chas. A. Ashpaugh, president of the Indiana Grain Dealers' Association. In opening, President Ashpaugh extended a hearty welcome to the visiting grain dealers and expressed his pleasure at seeing such a representative number of shippers and receivers present. He invited everyone to express an opinion on the new grades.

Secretary Riley after distributing a circular which contained a communication from Dr. Duvel of the Bureau of Grain Standardization, Washington, D. C., announced that the object of the discussion was to get views from the members of the association to be

Indianapolis Board of Trade held September 2 when the tentative grades of corn reading as follows:

We strongly protest against the grade of No. 3 corn as promulgated, for the reason the percentage of No. 3 corn grading contract would be so small during the corn harvesting months of November, December and January that it would necessitate the change of our commercial grade from No. 3 to No. 4 corn. We ap-

prove all of the general rules and recommend the following changes for the grade of Nos. 2, 3 and 4 corn:

Grade Classification.	Maximum Percentage of Moisture.	Maximum Percentage of Damaged Corn, Exclusive of "Heat Damaged" or "Mehogany Corn."	Maximum Percentage of Foreign Material Including Dirt, Cob, Finely Broken Corn, Other Grains, Etc.	Maximum Percentage of Badly Broken or "Cracked" Corn, Not Including Finely Broken.
White, Yellow and Mixed Corn.				
No. 2.....	16.5	4	1	2
No. 3.....	18.5	5	1 1/2	3
No. 4.....	20.5	8	2	4

The following is a record of the inspection and moisture tests of corn officially inspected at Indianapolis for the months indicated:

Month.	Total No. of Cars Tested.	17 1/2 Per Cent. Test.	No. of Cars.	18 Per Cent Test.	No. of Cars.	18 1/2 Per Cent Test.	No. of Cars.	19 Per Cent Test.	No. of Cars.	Cars with More Than 19 Per Cent.
Nov. 1912—	1,368	1.39	19	4.53	62	4.60	63	12.72	174	318
Dec. 1912—	1,896	6.06	115	13.13	249	8.96	170	24.79	470	1,004
Jan. 1913—	1,533	7.69	118	15.20	233	12.07	185	19.44	298	834
Feb. 1913—	1,631	3.31	54	17.04	278	9.26	151	29.55	482	965
Mar. 1913—	904	7.42	67	25.77	233	14.48	131	25.66	232	663
Apr. 1913—	602	41.69	251	26.24	158	8.47	51	13.62	82	542
May 1913—	1,137	94.18	1,071	3.34	38	1.14	13	1.58	18	1,140

He pointed out that the record of inspection and moisture tests of corn officially inspected at Indianapolis during the month of November showed that according to the Government grading No. 3 corn would be only 19 cars or 1.39 per cent of the total cars inspected; No. 4—299 cars and 1,050 cars grading Nos. 5, 6 or sample. This would change the commercial grade from No. 3 to No. 4 corn.

The maximum percentage of moisture for No. 2 corn approved by the Indianapolis Board of Trade would be 16.5 per cent instead of government 15.5 per cent; No. 3—18.5 per cent instead 17.5 per cent; No. 4—20.5 per cent instead 19.5 per cent. The maximum percentage of cracked corn would be 2 per cent on No. 2 corn instead of the Government 3 per cent; 3 per cent or No. 3 instead the Government's 4 per cent.

Following are the remarks in part by the different dealers as called upon by the president:

H. H. Deam, Bluffton: "The tentative grades of corn as formulated by the U. S. Department of Agriculture are very vital to the shippers who should enter in a protest. I am opposed to any radical change in moisture content."

P. E. Goodrich, Winchester: "I am in favor of eliminating No. 1 grade and make 19 per cent the maximum percentage of moisture for No. 3 corn."

Bennett Taylor, La Fayette: I believe six grades as formulated by the Government are too many and will cause any amount of trouble when buying from



THE ROUGH RIDERS OF THE INDIANA GRAIN DEALERS. MOUNTED ON THE FAMOUS BLACK HORSES OF THE CULVER MILITARY ACADEMY

quarters for the pupils, the class rooms, study rooms and riding hall proved very interesting, the mess hall and kitchen seemed the most attractive since it was close to the lunch hour.

This, however, was only a part of the entertainment provided for the guests by Superintendent Gignilliat. The visitors were treated to a two-hour trip around the lake in three of the official launches. In the evening Superintendent Gignilliat again entertained the delegates with an open air moving picture and vaudeville show together with a talk on the purpose and work of the academy to the great delight of the spectators. The grain dealers were also shown by a slight-of-hand performance how bran could be turned into number 1 corn.

Sunday morning the men were invited to ride the block horse belonging to the academy. Fully twenty responded and were escorted through Culver where the party was photographed after which the course

submitted at the meeting of the Grain Dealers' National Association, to be held at New Orleans in October, when these grades will be thoroughly discussed, prior to the final hearing by representative grain men from all over the country, to be held later in Washington after which corn grades will be finally adopted by the government.

He stated that the standardization of grain grades has been discussed and encouraged for several years by grain dealers' associations throughout the country which in convention ask the government to adopt a standardization or uniform schedule of grain grades and a wide open and general discussion was urged.

Bert Boyd, president of the Indianapolis Board of Trade was called upon by President Ashpaugh for his views. He distributed a circular containing a report of a meeting of the grain committee of the



the former on this basis. The Indianapolis Board of Trade table shows more corn of 19 per cent moisture test received and am in favor of making 19 per cent moisture content the commercial basis. This change should be made."

C. M. Eikenberry, Camden, Ohio: "I have had no official utterance from my state. I can not see how the Government can establish six grades when four grades now in vogue are a great plenty. We are in the scientific age and these grades and their universal value have been arrived at by scientists and government officials on a scientific basis. It is a matter of adjusting ourselves to these scientific methods. It is also evident that the grain business is more and more being carried on by technical methods."

Bert A. Boyd, Indianapolis: "The Government invites the suggestion from the grain trade and the grain men will get what they want."

S. D. Bailey, Wanatoh: "The time is here when the grain business will be carried on on scientific basis and these methods will be brought about. It will cause a hardship to the shippers as the farmers are used to No. 3 corn as a commercial basis with the receivers at terminal markets it is easy as conditions are controlled by a few. If the moisture test is in effect at the terminal markets it should be used by the country elevator man. Then again, if one operator should commence buying corn by moisture test he will lose his trade. It should be made a universal practice."

R. Belcher, Kingsbury: "We are up against it as the country shipper says and it will work a hardship for us. Seven grades are too many to keep in mind. The three grades as a basis on which I buy keeps me busy."

Charles Sharp: "If the Government wants to run this grain grading let them run it the same as they inspect cattle and meats at the packing houses and handle grain subject to Government inspection. If the Government wants to dictate as to grades let them carry on the fight by supplying the shippers with inspectors."

C. Cunningham, Plymouth: "If the moisture test shows below 20 per cent it does not make much difference, extra grades might be good but the farmer must be educated up to them or the grain must be handled subject to Government inspection."

A. H. Flanigan, Crawfordsville: "Seems to me that Nos. 1, 5 and 6 should be eliminated. There is no No. 2 corn shipped except during the mouths of June and July. No. 4 corn is sold on sample. Moisture test is not all there is to corn handling."

J. Simpson, Danvers, Ill.: "Out of the 1,368 cars of corn tested at Indianapolis last November, 318 showed a moisture test of 19 per cent or less. I am in favor of placing the maximum percentage of No. 3 corn to 18½ per cent, and making No. 4 corn 19 per cent which would make the commercial grade No. 4 corn. If the Government adopts the six grades the farmers must be educated up to these grades through their daily papers and periodicals."

George L. Arnold, Bluffton: "I have formed no ideas from the Government schedule. The farmers will fall in line when the Government takes hand in this matter and will listen to No. 4 grade as a commercial basis. Can't see any wrong with the Government schedule."

F. J. Baird, Kewanee: "The country shippers will have trouble in showing the farmer. I am in favor of having the grades the same as are now in force."

E. P. Eikenberry, Plymouth: "The Government grades are all right. The farmer can be educated on corn grades the same as has been done on wheat."

F. M. Lindner, Valparaiso: "We have little corn in our territory, so am not posted. The farmers must be educated if the Government adopt the seven grades and elevator operators must have the moisture testers to show the farmers the operation of testing corn."

H. A. Lederer, Baltimore: "Baltimore is and always will, as long as the world lasts, be opposed to the moisture test unless the Government adopts and enforces such a measure. Such a measure will certainly work a hardship to the country shipper. The average conditions of the crop should be the basis of the test. The bulk of the corn handled at the terminal markets is during December, January and February, averaging 18½ per cent or 19 per cent moisture test. Opinions vary as to the grades of oats, wheat and corn. How the country elevator operator can have from seven to nine bins to accommodate the different grades of wheat as well as other grains is beyond me. About 8 per cent of the grain we buy is exported; the 92 per cent is used for local consumption. The Government should adopt a standard for commercial corn and reduce the number of grades from seven to three."

G. L. Stebbins, Chicago: "We get No. 1 corn and No. 1 wheat occasionally which brings a premium and therefore this grade is of benefit. I can see where the Government arrived at these grades on a commercial and scientific basis. Manufacturers of corn products pay different prices for different grades of corn. Corn with a 20 and 21 per cent moisture content bring from 2 to 5 cents less per bushel than No. 2 corn. It will be hard to educate the farmers and

shippers, but the Government tried to work out the grades on a scientific basis. I believe it will come to a government inspection and supervision of the grain business in time and believe the Government will be willing to equalize the schedules."

W. P. Carroll, Chicago representative of the U. S. Department of Agriculture, Bureau of Plant Industry was then called upon. He stated that laboratories have been located at different parts of the United States including the one at Decatur, Ill., during the past seven years and three grades have been formulated during that time, taking in consideration the dirt, cracked corn and moisture content: Corn that contains 16½ per cent water gets better prices, has higher feeding value and is better for storing. The government has decided on six grades which can be improved numerically, however, by screening and drying. Drying of corn is the best move ever made in the handling of corn. The rules were made to cover all portions of the country. The process of arriving at these figures or grades involved a careful study of about 200,000 cars of corn arriving at the different markets—Chicago, Indianapolis, St. Louis, New Orleans, Kansas City, etc., and tests made in our laboratories at Decatur, Ill., under the Bureau of Plant Industry. The enforcement of these grades will come under the chief of the Bureau of grain standardization.

P. E. Goodrich: "Does not the corn on the farm as well as different species of corn show a different moisture test? What is the feeding value of the different grades? Is there not a tendency to increase the corn crop per acre, and how will the moisture content affect this increased production?"

Mr. Carroll: "Early maturing corn as well as corn grown in a dry season will contain less moisture. There is a difference in the feeding value of 19 per cent and 17 per cent corn. Corn with high moisture content is better for young pigs for instance. The corn with low moisture test is better for manufacturing purposes. The government and agricultural colleges in their instruction for improving corn crops request the eliminating of fungi, broken corn, etc."

S. D. Bailey: "In deciding these grades did the Government consider all parties interested in the raising and marketing of grain? Inasmuch as prices of grain and the grade are determined at the terminal markets, let the Government oversee the grading of the grain at the country elevator also."

Mr. Carroll: "The Government does not compel shippers to put in moisture testing apparatus."

Secretary Riley: "The deal between the farmer and the shipper is a local transaction. The government can only step in on interstate transaction."

Mr. Carroll then called attention to the note on acidity which contains information for determining the soundness of corn and its safety for storage and for shipment and is not included in the grade requirements.

Secretary Riley: "The Government is just getting started in the standardization of grain grades and we should get in form for action at the New Orleans convention. I therefore suggest that a motion be made to appoint a committee to consider the grades as formulated by the U. S. Department of Agriculture with Mr. Carroll and formulate a resolution to present to the Grain Dealers' National Association meeting in October."

A motion was made and passed and the President appointed the following on the committee: Messrs. Bennett Taylor, H. H. Deam, Bert A. Boyd, Geo. L. Stebbins, C. Cunningham, C. M. Eikenberry, P. E. Goodrich, S. D. Bailey, J. Simpson.

The committee met soon after luncheon and passed a resolution to change the grades as formulated by the Government as follows: Choice, No. 1, 2, 3, 4, 5 and sample with the tests corresponding to No. 1, 2, 3, 4, 5 and 6.

#### THE ATTENDANCE

P. D. White, Kingsbury; J. A. Hodgins, Kouts; J. S. Bauer, Valparaiso; B. F. Jones, Malden; Mr. and Mrs. C. B. Riley, Indianapolis; Mr. and Mrs. A. H. Flanigan, Edwin Flanigan, Crawfordsville; Mr. and Mrs. Charles Sharp, Russell; Mr. and Mrs. M. Mayer, South Whitley; S. G. Williams, Culver; A. E. Caselman, Culver; Mr. and Mrs. E. K. Sowash, Middleton; Mr. and Mrs. C. Cunningham, Miss Anna Cunningham, Plymouth; A. S. Garman, Miss Blanche Garman, Akron, O.; Mr. and Mrs. E. S. Wellman, Grand Rapids, Mich.; Loraine Poposkey, Grand Rapids, Mich.; W. J. Mercer, Indianapolis; S. A. Holder, Indianapolis; Mr. and Mrs. Chas. A. Ashpaugh, Frankfort; James G. Hughes, Brooklyn; Mr. and Mrs. H. H. Dean, Bluffton; Charles S. Kehler, Bourbon; L. J. Reinstadtler, St. Louis, Mo.; Mr. and Mrs. George L. Arnold, Bluffton; Fred. M. Lindner, Valparaiso; Scott McEwan, Sheldon, Ill.; Charles McEwan, Hoopeston, Ill.; Charles Knox, Toledo, Ohio; O. A. Dutches, Kokomo; L. A. Koch, Chicago; C. M. Eikenberry, Camden, Ohio; F. J. Baird, Kewanee; Mr. and Mrs. Smith, Chicago; A. G. Rudolph, Chicago; Frank Travis, Kingsbury; P. E. Goodrich, Winchester; Mr. and Mrs. Bennett Taylor and daughters, La Fayette; Mr. and Mrs. Bert A. Boyd, Indianapolis; W. P. Carroll, Chicago; S. D. Bailey, Wanatoh; J. Simpson, Danvers, Ill.; Geo. L. Stebbins, Chicago; E. P. Eikenberry, Plymouth; J.

J. Overmeyer, Kouts; P. J. Ryan, Delphos; Thomas Fatten, La Fayette; M. J. Dessauer, Ft. Wayne; Max Kraus, Ft. Wayne; Samuel Kraus, Ft. Wayne; M. Afflebaum, Ft. Wayne; S. Stapleton, Ft. Wayne; Paul Isenbarger, Manchester; L. A. Travis, Kingsbury; R. Belcher, Kingsbury; J. S. Bauer, Valparaiso; B. J. Jones, Malden; D. B. Pierce, Boone Grove; J. L. Hoesel, Leiters Ford; A. C. Gale, Cincinnati, Ohio; W. J. Kemp, Tipton; B. W. Dulaney, Cincinnati, Ohio; Joe T. Gehring, Indianapolis; H. A. Lederer, Baltimore, Md.; J. F. Freeman, Lederer Bros., Terre Haute; L. A. White, Kingsbury; J. Carver Strong, Chicago.

#### OUTING ECHOES

E. C. Eikenberry looked the part of a colonel on his coal black steed.

W. J. Kemp excelled in both high diving and long distance swimming.

Mrs. Smith was awarded all the honors as the best swimmer among the ladies.

A. S. Garman was there and wide awake in the interest of the Huntly Mfg. Co.

Rowing was indulged in by a number, but no reports of records being broken were received.

Mr. Smith had the honor of catching the largest black bass, although Charles Knox, his nearest rival may not agree to that.

Secretary Riley, like a good father, saw to it that everybody was well taken care of and to get all the pleasure to be had out of the outing.

Few, if any, of the ladies may have known that a beauty specialist was among their number, being none other than Miss Blanche Garman of Akron, O.

No doubt the Sunday attractions in the Queen City appealed more to A. C. Gale than those at Culver for he hid the party farewell Saturday afternoon.

H. A. Lederer entertained the visitors with fish (oyster) stories of Baltimore and his experience in the grain business and carried off the honors in that capacity.

Bert A. Boyd, as usual, entertained the visitors with his sleight of hand performances. The trick of changing bran into No. 1 corn, however, took him off his feet.

The only accident that occurred was when Geo. L. Stebbins had his hand pierced with a spoon hook. He was hurriedly taken to the physician who withdrew it and remarked that the boys frequently meet with such accidents. The question is "who gave him the hook?"

Those used to more strenuous amusements made several trips to Culver, but the only places of amusement they could find was a moving picture show, an ice cream parlor and a dance hall, the doors of which closed in time to allow the visitors to get back to the hotel the same day.

#### THE DANVILLE BANQUET

The committee having in charge arrangements for the "Get-Together" banquet of the grain dealers of Illinois and Indiana at Danville, October 2, 1913, held an adjourned meeting on Friday, August 29, at the office of R. B. McConnell in Danville.

Reports of the various members of the Committee were made, and arrangements for the proposed banquet are in excellent shape.

A room has been secured in the Elks' new home at Danville, the finest Elks' temple in the state of Illinois. There will be ample room for all those who wish to attend.

A short program was prepared on important subjects relating to the grain trade, which will be discussed by prominent grain men thoroughly well qualified to speak authoritatively.

Invitations will be issued by the committee, and arrangements will be made only for those who send in an acceptance of the invitation. It will be easily understood that the committee desire to have knowledge of how many shippers will attend the banquet. From the present indications, it would seem that every shipper within fifty miles of Danville, on both sides of the state line, will be present. Certainly it will be an opportunity which those actively engaged in the handling of grain should not miss.

#### CAIRO ENTERTAINS ILLINOIS OFFICERS.

Representatives of the Illinois Grain Dealers' Association, were entertained at Cairo on August 20, by the grain men of the Cairo Board of Trade. Those representing the Association were Lee G. Metcalf, Illinois president; S. W. Strong, Urbana, secretary, and H. I. Baldwin, Decatur, treasurer.

There was an automobile ride in the afternoon, in which every member of the grain trade of Cairo and the up-state visitors participated. High water mark was examined, the wrecks of the flood last April were explored, the new levees now under construction were examined and then a ride was made through Alexander County's vast corn fields.

The grain men entertained the visitors at a dinner at the Halliday Hotel, which was followed by a smoker where every one was entitled to his views in relation to the grain trade generally and par-



ticularly with regard to having the 1914 meeting of the Illinois Grain Dealers' Association in Cairo. Those who spoke were H. S. Antrim, A. E. Rust, Chas. Cunningham and H. R. Aisthorpe. They told the committee that Cairo had entertained the Illinois State Bankers' Association and took care of 650 delegates; that the Woman's Federation of Clubs had met in their city, that the Miners' State Convention had been there last winter, and that they were prepared to take care of 1,000 grain dealers in good shape. They stated that nowhere in the state could the visitors be entertained in so interesting and unique a manner. They talked of steamboat trips on the two rivers, an old-time Kentucky barbecue, crossing the Ohio River into the Blue Grass State, and many other features.

The committee were greatly pleased with their reception and the enthusiasm of the members of the grain department of the Cairo Board of Trade, all of whom are members of the Illinois Grain Dealers' Association, save one. Coming home, the committee unanimously agreed that really it was not as far to Cairo as they had thought before going there.

Under the constitution and by-laws of the Association, the Board of Directors select the place for the annual meeting of the convention, and the question will no doubt be determined when the Board meets for their Autumn session.

#### ASSOCIATION BRIEFS

Since the annual meeting at Flint in July the Michigan State Hay and Grain Dealers' Association has added sixteen new members to its roll. As Secretary M. G. Ewer remarks: "That's going some."

Secretary E. J. Smiley has announced the expulsion from the Kansas Grain Dealers' Association of the W. M. Cardwell Grain Company of Topeka, and J. E. Gall of the J. E. Gall Commission Company, for refusal to abide by the order of the Board of Directors relative to decisions of the Arbitration Committee.

The Farmers' Elevator Association of South Dakota assembled for its annual meeting in Huron on September 9. The meeting was held during the week of the State Fair and was largely attended. One of the principal features of the program was an address by a representative of the Grain Growers' Company of Canada.

The annual election of officers and banquet of the Tri-State Grain Producers and Dealers' Association will be held in Lima, Ohio, Friday, October 10. The Lima Club will be the headquarters of the meeting and the committee in charge of the program and entertainment promises to make this one of the most pleasant and profitable affairs the association has ever held.

A new organization has just been effected by the farmers of Worland, Wyoming, which will be known as the American Farmers' Pure Seed Association. B. C. Buffum will be the permanent secretary. The object of the Association will be to protect the growers of seed with a stamp and seal guaranteeing the purity of the seeds, and to distribute reliable information among the members.

The Michigan Bean Jobbers' Association meeting in Grand Rapids on September 9, 10 and 11 conducted most interesting sessions in which many important matters came up for discussion. Among the special addresses given were, "State Accident Fund," by John T. Winship, Commissioner of Insurance; "Prevailing Bean Diseases in Michigan," by V. M. Shoesmith of the Michigan Agricultural College; "Credits," by Lee M. Hutchins; and "Cost Per Bushel of Handling Beans," by A. L. Chamberlain.

Secretary S. W. Strong of the Illinois Grain Dealers' Association reports that the following named firms have been received as new members since last month. M. B. Meents & Sons, Ashkum; W. C. Frieling, Bonfield; J. S. McClellan & Sons, St. Louis, Mo.; Nansen Commission Co., St. Louis, Mo.; Wm. D. Orthwein Grain Co., St. Louis, Mo.; Powell & O'Rourke, St. Louis, Mo.; Cairo Milling Co., Cairo, Ill.; Cunningham & Son, Chas., Cairo, Ill.; Magee Grain Co., Cairo, Ill.; Samuel Hastings Co., Cairo, Ill.; Thistlewood & Co., Cairo, Ill.

The Missouri Pacific Railroad has reduced the freight rate on hay from Pueblo, Colo., to Kansas points and the east, the rates effective Sept. 15.

Effective Sept. 1, 1913, the Chicago, Milwaukee & St. Paul Railroad made reductions in grain rates to Chicago and Milwaukee from stations in Minnesota.

The Minnesota Railroad and Warehouse Commission has filed a decision denying the application of Griggs-Cooper & Co., jobbers at St. Paul, for an order advancing carload rates on cereal products or reducing the rates on less than carload rates.

The traffic committee of the Board of Trade of Jacksonville, Fla., appealed to the Interstate Commerce Commission to issue an order suspending the going into effect of slightly advanced rates between northern terminals of the Merchants and Miners Transportation Company and Jacksonville, but the Commission declined to suspend the proposed rates.

# COMMUNICATED

[We invite correspondence from everyone in any way interested in the grain trade on all topics connected therewith. We wish to see a general exchange of opinion on all subjects which pertain to the interest of the trade at large, or any branch of it.]

#### REMODELING ILLINOIS ELEVATOR

*Editor American Grain Trade:*—We have torn our oathouse down and are rebuilding a new one. The rest of the house we are remodeling from top to bottom, putting in new up-to-date machinery. We will have a modern house when completed with a capacity of 65,000 bushels.

Yours truly,  
Mahomet, Ill. WM. WYKLE.

#### TWO AT A TIME

*Editor American Grain Trade:*—Change my address on my paper from Thief River Falls, Minn., to Borup, Norman County, Minn. Have rented two houses this season from Thorpe Elevator Company, one at Borup and the other at Gary, Minn., and will run same under the name of Temanson Bros.

Yours truly, G. K. TEMANSON.  
Borup, Minn.

#### SWITCHING CHARGES IN BUFFALO

*Editor American Grain Trade:*—For your information, would advise that, since the burning of the Husted elevator on Nickel Plate tracks at Buffalo, there is no elevator in Buffalo operating on the Nickel Plate tracks. The Nickel Plate Railway has not seen fit to amend its tariff so that grain arriving at Buffalo on the Nickel Plate Railroad might move to elevators located on some other road than the Nickel Plate Railroad without incurring switching charges. These switching charges vary. To reach any elevator situated on the Buffalo Creek Railroad the grain incurs an out-bound Buffalo Creek switching charge of \$2.10. To reach the iron elevator, located on the Lake Shore tracks, a switching charge of \$3.50 is incurred. To reach the Evans, Exchange, and Monarch elevators the switching is \$6 per car.

Shippers should be warned against routing their grain via Nickel Plate Railroad until these conditions are remedied through the issue by that road of a tariff permitting grain arriving at Buffalo on the Nickel Plate Railroad to reach the various industries and elevators on the same basis that the grain would be handled upon if it arrived in Buffalo on any one of the other grain carrying roads.

Yours very truly, H. T. BURNS.  
Buffalo, N. Y.

#### EXEMPTIONS IN OHIO SEED LAW

*Editor American Grain Trade:*—In reading over your issue of August 15, I am particularly interested in a report of the meeting of the Tri-State Association in Toledo, held on July 29, but it strikes me that the reference to the new Ohio Seed Law is rather misleading, inasmuch as you only quote a portion of the law, which leaves one to understand that it is applicable to all parties the same, without any exceptions, which is not the case, for Section 6, clearly defines who are amenable to the law, and who are exempt, as follows:

Section 6. The provisions of this act shall not apply to:

First—Any person selling agricultural seeds direct to seed merchants or shipping to a general market to be cleaned or graded before being offered or exposed for sale for seeding purposes.

Second—Agricultural seed which shall be held in storage for the purpose of being cleaned.

Third—Agricultural seed marked "not clean" and held or sold for shipment outside the state.

Fourth—The sale of seed that is grown, sold and delivered by any farmer on his own premises to be used for seeding purposes by the purchaser himself, unless the purchaser of such seed obtains at the time of such sale from the seller, a certificate as provided for in Section 1 of this act.

Fifth—Mixtures of agricultural seeds which shall be prepared for special purposes and which may be so labeled, shall not exempt the vendor of such mixtures from the provisions of Section 3 of this act.

This section clearly takes care of all country merchants who buy direct from the farmer and ship.

I note that you speak of government stamps, which is a little premature, for the bill provides, that the State Board of Agriculture shall prescribe the form of such stamps, and adopt such regulations as may be necessary for the enforcement of the act, but until the board meets and acts on same, it is impossible for any merchant, or dealer, to affix the stamp, and consequently, that portion of the bill must necessarily be inoperative for the time being.

Outside of the inspection fee of 2 cents a bushel, that is provided for in Section 11, I can see no special hardship for any one who is disposed to be careful in the conducting of his business.

Very truly yours, ALBERT McCULLOUGH.  
Cincinnati, Ohio.

#### A LIVE WHEAT CENTER

*Editor American Grain Trade:*—We enclose herewith our subscription for one year to your grain journal, as we like it first rate. As we are in the center of a 6,500,000-bushel wheat belt we believe your journal will be of benefit to us, and if at any time we can be of any service to you, command us. Yours truly, FARMERS' UNION GRAIN AGENCY.  
Pendleton, Ore.

#### NORTH DAKOTA BULLISH

*Editor American Grain Trade:*—Threshing began Monday, the 25th inst. and as for many years, the threshers have put in six days in this week with no rain at this time of the year. All grain is turning out about 35 per cent less than the crop of last season, most of the wheat is going from 10 to 12 bushels to the acre and grading 2 Northern on account of smut and being shrunken from the very hot weather of the latter part of June. Most of the farmers holding for higher prices.

Respectfully, J. A. FRANK.  
Lamoure, N. D.

#### PAYING FOR DIRT

*Editor American Grain Trade:*—The article of G. D. Crain, Jr., on "Buying Wheat on a Cleaned Basis," in the August issue, calls attention to an abuse that is so general that it is in danger of being seldom considered. Country elevators have been in the habit of buying wheat as it comes from the farmer's wagon according to the grade. The remedy is so simple that it is a wonder to me that it has not been provided for long since. Clean the wheat before it is graded.

This rule has just been adopted by the Canadian Grain Commissioners and ought to be in force in this country also. There is no question of the injustice of the present system, and even the farmers who now profit by it would willingly admit the unfairness to the dealer in being obliged to buy dirty grain when he can only sell it cleaned or stand the dockage.

In the absence of any ruling on the subject this is a case in point of the advantage of co-operation among grain dealers. If all the dealers in a community would agree to make a practice of cleaning first or making the farmer stand dockage his threats of going to other dealers would not scare the elevator man to death.

Get your druggist to put up the following prescription and take a big dose in all such cases, it never fails to work:

2 ounces extract of common sense.  
2 ounces tincture of backbone.  
4 ounces spirits of get-together.  
Shake well before using.

Yours truly, FORMAN TYLER.

#### THE ADJUSTMENT OF LOSS IN TRANSIT

*Editor American Grain Trade:*—One of the grain trade papers recently published an article referring specifically to the tariff deductions of one-eighth of one per cent on all kinds of grain except corn (one-quarter of one per cent on corn) in the adjustment of claims where grain is lost from cars during transit, such deductions to offset the unavoidable or invisible normal shrinkage, or wastage, incident to the handling and transportation of bulk grain between points of weighing, at the loading and unloading stations, a loss inevitable no matter how grain-tight the car may be.

The immediate purpose of this letter will be to present the question in all its aspects for the information of the grain shipping and receiving public, believing that a full and free discussion will help clear the atmosphere and possibly avoid friction and misunderstanding.

In the first place, allow me to say that no one has labored harder or more earnestly than I in an effort to help solve the grain shortage problem—I may better say the grain shortage-overage problem—and never for one moment have I permitted the belief that that problem will not ultimately be solved with entire fairness to all concerned, the producer, shipper, earrier and receiver of grain.

The man who ships grain is certainly entitled to get from the railroad company a receipt for what he actually loads and ships in each ear, subject to the recognized official weights—the carrier desir-



ing only to safeguard against imposition. If he has taken the pains to determine accurately the weight that he put into the car, he should not hesitate to certify that fact to the carrier's forwarding agent at the time of shipment. The certificate so furnished should be specific. It should specify the scale, the car initials and number, the date, the weight of each draft and the total weight loaded, the name of the weigher, also whether the grain passed directly to car, or passed through elevator bin or sink between scale and car. In this way the shipper would give the carrier evidence of his entire good faith and enable the carrier's employees and terminal weighmasters to check the weight intelligently. Such shipper should safeguard his scale and the accuracy of his weighing record of first entry and the certificates based thereon by substantially the same precautions as those maintained by well organized terminal weighing departments.

In this connection the unanimous recommendation of the conference of five of the leading terminal weighmasters held in Chicago should be of particular value.

In view of these recommendations of the leading grain weighmasters, it is the plain duty of the shipper to observe these wholesome regulations and precautions in support of the accuracy of the weights certified from day to day.

On the other hand, it is the plain duty of the transportation company to tender suitable cars for bulk grain loading. A suitable car is one that can be made grain tight by the shipper exercising ordinary care in the proper application of the coopeage material.

Let us bear in mind that carriers' box car equipment must be available for the many kinds of loading; that even in the heavy bulk grain originating districts the average usage of the carrier's box car for bulk grain will not exceed 2 to 2½ grain hauls during each year. Obviously, therefore, all cars available for bulk grain loading cannot be alike in respect to the application of the coopeage to make the car grain tight. Every shipper has the right to reject a car that is unusable.

Where the railroad company has exercised proper care in tendering suitable cars and the shipper has used due diligence in cooping his grain in the car, such shipper is indeed entitled to the fullest practicable measure of protection and likewise such carrier.

On the other hand, the consignee or receiver of the grain, or those declaring the out turn weight for

them, are equally bound to maintain trustworthy scales, creditable weighing and weight record and fair and intelligent car inspection if, indeed, their report and record of the out turn weight and the condition of the car is to receive full consideration.

The regulations recommended by the terminal weighmasters, above referred to, apply with equal force to both the loader and unloader of the grain. The consignee should be prompt in furnishing carrier's delivering agent certificates setting forth the actual unloading weights.

And right here, let us revert to the point of loading. Should not the loader of the grain make it possible for the unloader to investigate any excessive variation in weight while the car is at hand and the grain in the scale. By excessive variation, I mean the variation either over or under exceeding the normal that is to be expected in handling grain under the varying conditions. The Minnesota State Law which doubtless was devised in the interest of grain shippers contains a wholesome requirement along these lines.

Section 2101, Chapter 28, Revised Statutes, 1905, reads as follows:

Every shipper of grain shall fasten upon the inside of each car shipped by him a card giving the number and initials or other distinctive mark of such car, the date of shipment, and the exact weight of the grain in such car, as claimed by the shipper. If he fails so to do the official weight shall be made prima facie evidence of the quantity of grain shipped in such car.

Anticipating full co-operation by grain shippers and receivers individually and through the medium of their organizations, each carrier, a member of the Western Trunk Line Committee, Trans-Missouri Freight Bureau, Southwestern Tariff Committee and Central Freight Association, has individually endorsed the recommendation quoted below:

That the carriers' claim departments and the weighing and inspection bureaus co-operate with local freight agents, terminal grain weighing departments and grain door reclamation and coopeage agencies in devising means of eliminating the causes of grain shortage claims.

The carriers are shaping their activities in the direction recommended and to that end with the co-operation of shippers and consignees it should be entirely practicable to run down promptly the causes of excessive variance, over and under, between loading and unloading weights on carload lots of bulk grain.

Yours truly, F. C. MAEGLY,  
Asst. Gen. Freight Agent, Santa Fe Railway,  
Chicago, Ill.

## TRANSPORTATION

These changes in rates affecting grain and grain products are furnished to the "American Grain Trade" by the General Traffic Association, Inc., 715 Fourteenth Street, N. W., Washington, D. C. If any of our readers feel that the present rates or those which are about to become effective are unjust, excessive or discriminatory, this company has agreed to take care of such matters before the Interstate Commerce Commission, at only a nominal cost.

Since our last issue the following new tariffs have been filed with the Interstate Commerce Commission, naming rates on grain and grain products, with the I. C. C. numbers, effective dates and rates in cents per one hundred pounds. (A) denotes advance and (R) denotes reduction.

### Chicago and Alton

Supplement 13 to I. C. C. No. A1, Sept. 11. Barley, corn, oats and rye to Mobile, New Orleans, Port Charlotte and Westwego, La., for export from Chicago, Peoria and Pekin, Ill., when from beyond, 13.5 cents.

### Chicago, Rock Island and Pacific

I. C. C. No. C9547, effective Sept. 13. Flour, bran, middlings, shorts, oil meal and oil cake from Albert Lea and Faribault, Minn., to Dumont, 12½ cents; Onawa, 14 cents; Stratford, 14 cents; Auburn, 14 cents; Missouri Valley, Iowa, 14 cents (also rates to other Iowa points).

Sept. 13. Between St. Paul, Minneapolis, Minnesota Transfer, Minn., and points taking same rates, and Hardy, Okla., wheat, 24½ cents; corn, 21 cents; flaxseed, 36½ cents; alfalfa seed 21 cents; hemp seed, 39½ cents; millet seed, 39½ cents; also rates to numerous other points in Oklahoma.

Supplement 79 to I. C. C. No. C6948, Sept. 13. Between Blood Spur, Pitman, Waco, Sumpter, Belle Plaine, Palestine, Cox Spur, Oxford, Padon, Adamsville, Gueda Springs, Annam, Orchard, Arkansas City, Silverdale and Albright, Kan., and St. Paul, Minn., wheat, 24½ cents; corn, 21 cents (R).

I. C. C. No. C9554, Sept. 18. Grain and grain products to New Orleans, Port Charlotte, Algiers, and Gretna, La., for export from Randolph, Lillie, Bennett, Bernice, Middlefork, Dubach, Alma, Vienna, Ruston, Elmore, Ansley, Quitman, Hodge, Jonesboro, Wyatt, Dodson, Pylburn, Winona, and Tanne-

hill, La., and numerous other cities, corn, 15 cents; corn meal, 17 cents.

### Atchison, Topeka and Santa Fe

I. C. C. No. 6507, R. R. No. 7864-E, effective Sept. 14. Oats to Memphis, Tenn., and Little Rock, Ark., from Clyde, Numa, Deer Creek, Nardin, Autwine and Bedock, Okla., 22 cents; from Sulphur, Okla., 22 cents.

### Chicago, Burlington and Quincy

I. C. C. No. 10842, Sept. 15. Wheat and articles taking same rates from Atchison, Leavenworth, Kan., Kansas City, Mo., St. Joseph, Mo., to Escanaba, Mich., 23¼ cents; Hancock, Mich., 27¾ cents; Houghton, Mich., 27¾ cents; Ishpeming, Mich., 23¼ cents; Negaunee, Mich., 23¼ cents; (A) corn and articles taking same rates from same points to Escanaba, Mich., 22¼ cents; (R) Hancock, Mich., 26¾ cents; Houghton, Mich., 26¾ cents; Ishpeming, Mich., 22¼ cents; Negaunee, Mich., 22¼ cents (A).

I. C. C. No. 10839, Sept. 15. Flour from St. Paul, Minneapolis, Minnesota Transfer, Hastings, Winona, Minn., and La Crosse, Wis., to Chapman Mine, Kan., Curranville, Kan., 21 cents; Frontenac, Fuller, Kan., 21 cents; (A) Harris, McCormick Mines, Mine No. 38, Kan., Mulberry, Mo., Nelson, Kan., Oskaloosa, Mo., Premier Fire Clay Pot Co. Spur, Reo, Scott's Coal Spur, Swarts, Willeys' Coal Spur, 21 cents, (A) Worland, Mo., 19 cents; West Line and West Belton, 19 cents; Stotesbury, Mo., 19 cents; Richards, Mo., Powell, Mo., 19 cents; Amoret, Amos, Amsterdam, Cleveland, Mo., 19 cents; Drexel, Dunkerly, Coal Spur Eve, Mo., 19 cents; Horton, Hume, Jaudon, Killians, Coal Spur Lisle, Kan., Mervin, 19 cents.

Supplement 2 to I. C. C. No. 10761, Sept. 15. Flour, only, from Hannibal, Mo., (A) to Baltimore, Md., for export, 13.5 cents; Boston, Mass., for export, 15.5 cents; New York, N. Y., for export, 15.5 cents; Philadelphia, Pa., 14.5 cents, for export (reshipped rates applying on shipments of flour only originating at points west or south of Hannibal and Quincy).

Supplement 2 to I. C. C. No. 10796, Sept. 20. Flour mill stuff, oil meal and articles taking same rates from St. Paul, Minneapolis, Minn., Trevino, Wis., Winona, Duluth, Minn., and stations taking same

rates to Granite City, Madison and Venice, Ill., 18 cents; (A) via Chicago or Streator, Ill., 16.5 cents; (A) via East Alton, Ill., 16.5 cents; via East St. Louis, Ill., to Surray, Bohn, Cameron, and Nemo, Ill., 15 cents; via Galesburg, Ill., to Madison, Granite City and Venice, 15 cents, via Peoria, Ill.

W. H. Hosmer, Agent for Illinois Central, Santa Fe, Burlington, Etc.

Supplement 1 to I. C. C. No. A421, Sept. 15. Flour, bran and feed from St. Paul, Minneapolis, Minnesota Transfer, Minn., and rate points to Memphis, Tenn., 23½ cents; New Orleans, La., and rate points, 27½ cents, and to Jackson and Meridian, Miss., 30½ cents.

### Chicago, St. Paul, Minneapolis and Omaha

I. C. C. No. 3916, Sept. 15. Wheat and articles taking same rates from St. Paul, Minneapolis, and Minnesota Transfer, Minn., applies only on shipments originating beyond to Westwego, La., for export to Europe, Asia and Africa, 23.5 cents.

I. C. C. No. 3918, Sept. 17. Grain products to Akton, East St. Louis, Granite City, Madison, Venice, Ill., and St. Louis, Mo., from Mendota, Nicols, Savage, Barden, Shakopee, Merriam, Santor, Jordon, Minn., 16 cents; Garden City, Vernon Center, Amloy, Winnebago, Blue Earth and Elmore, Minn., 17.5 cents; Lewisville, Truman, Northrop and Fairmont, Minn., 18 cents; Deft, Jeffers, Storden, Westbrook, Dovray, Cyrie, Minn., 19 cents.

I. C. C. No. 3919, Sept. 24. Grain products from St. Paul, Minneapolis, Minnesota Transfer, Minn., applies only on shipments originating beyond to Hannibal, Mo., 14 cents.

### Michigan Central

R. R. Supplement 16 to I. C. C. No. 4135, effective Sept. 15. Barley, corn, flour, oats, rye and wheat from Toledo, Ohio, to Baltimore, Md., 12 cents; (reduction on flour) Philadelphia, Pa., 12½ cents; (reduction on flour) Boston, Mass., and New York, N. Y., 12½ (R).

### Lake Shore and Michigan Southern

Supplement 17 to I. C. C. No. A2819, Sept. 15. Barley, corn, oats, rye and wheat from Chicago, East Side, Englewood, Grand Crossing, Ill., Indiana Harbor, Ind., South Chicago, Ill., and Whiting, Ind., and points taking same rates to Charleston and Huntington, W. Va., 10 cents.

### Missouri Pacific

Supplement 16 to I. C. C. No. A2058, Sept. 16. Grain and grain products, seeds, seed products and broom corn from Pratt, Kan., to Little Rock, Ark., flour, 25¼ cents; wheat, 25¼ cents; (R) Fort Smith and Van Buren, Ark., and points taking same rates flour, 21¼ cents; wheat, 21¼ cents (R).

Supplement 15 to I. C. C. No. A1895, Sept. 16. Wheat only from Lincoln, Neb., to Galveston, Texas City, Texas, New Orleans, Westwego, Westwego Elevators, La., 23.15 cents; barley, corn, oats and rye, only from and to same points, 21.45 cents.

### Kansas City Southern

Supplement 1 to I. C. C. No. 3229, Sept. 19. Wheat and flour between Kansas City, Mo. (will not apply on business to or from connecting lines) and Storage Yard, Mine No. 38, Curranville, Chapman Mines, McCormick Mines, Nelson, Litchfield Spur, Frontenac, Pittsburg, Custodia, Kniveton, Kan., 8 cents; Asbury, Burgess, Guilford, Chat Junction, Mo., Brinkerhoff Spur, Federal Spur, Athletic Spur, Princess Spur, Byrd Spur, Joplin, Mo., 8 cents.

### Grand Trunk

I. C. C. No. 1942, Sept. 20. Grain, ex-lake from Port Huron, Mich., to Montreal, Que., for export wheat, 5 cents per bushel of 50 pounds; flax 5 cents per bushel of 56 pounds; rye, 4.75 cents per bushel of 56 pounds; corn, 4.25 cents per bushel of 56 pounds; barley, 4.25 cents per bushel of 48 pounds; oats, 3.35 cents per bushel of 32 pounds.

I. C. C., Oct. 1. Grain, ex-lake from Collingwood, Depot Harbor, Goderich, Kingston, Midland, Port Colborne, Sarine and Tiffin, Ont., and Port Huron, Mich., to Portland, Maine, for export, wheat 5 cents per bushel of 60 pounds; flax, 5 cents per bushel of 56 pounds; rye, 4.75 per bushel of 56 pounds; corn, 4.25 cents per bushel of 56 pounds; barley, 4.25 per bushel of 48 pounds; oats, 3.45 cents per bushel of 32 pounds.

### St. Louis and San Francisco

Supplement 19 to I. C. C. No. 6258, Sept. 22. Galveston and Texas City, Texas, Mobile, Ala., New Orleans, Port Charlotte, La., for export from Hammon Junction, Herring, Strong City, Okla., wheat, 24½ cents; corn and articles taking same rates, 22 cents.

### Great Northern

I. C. C. No. A3751, Sept. 25. Wheat, flour, mill feed, shorts, middlings and bran from Herman and Osakis, Minn., to Los Angeles, Cal., 75 cents; from Billings, Mont., to Boise, Idaho, 58½ cents; Salt Lake City and Ogden, Utah, 56½ cents.

### Missouri, Kansas and Texas

Supplement 1 to I. C. C. No. A3874, Sept. 27. Wheat and articles taking same rates from Kansas City, Mo., to Stonewall, Tupelo, Centrahoma, Chase, Booneville, Nixon, Frisco, Truax, Conley, Center, Vanoss, Stratford, Ryars, Rosedale, Vincennes, Purcell, Gibbons Spur, Washington, Cole, Blanchard, Middleberg, Tabler, Cornville and Chickasha, Okla.,



18½ cents; corn and articles taking same rates, 17½ cents.

#### Minneapolis and St. Paul

I. C. C. No. B105, Sept. 28. Grain products from St. Paul, Minneapolis and Minnesota Transfer, Minn., applies only on shipments originating beyond or milled or separated from grain originating beyond to Council Bluffs, Iowa, Omaha, South Omaha, Nebraska City, Neb., Kansas City, St. Joseph, Mo., Atchison, Leavenworth, Kan., 13.75 cents (R).

#### Minneapolis and St. Louis

Supplement 7 to I. C. C. No. B48, Sept. 29. Between Minneapolis, Minn., and rate points and Kiene, Quasqueton and Robinson, Iowa, flax seed, 19 cents; wheat, 15 cents; flour, 15 cents; corn, 15 cents; (A) Lehigh, Iowa, flax seed, 15 cents; (R) wheat, 11.7 cents; flour, 11.7 cents; (R) corn, 10 cents.

Supplement 17 to I. C. C. No. 2122, Oct. 1. From Keithsburg, Ogle, Seaton, Little York, Eleanor, Monmouth, Nemo, Phelps, Berwick, and Abingdon, Ill., to Kansas City, St. Joseph, Mo., Atchison and Leavenworth, Kan., flax and millet seed, 14 cents; wheat and flour, 11¼ cents; corn, oats, rye and barley, 10¾ cents; Omaha, South Omaha, Nebraska City, Neb., Council Bluffs, Iowa, Pacific Junction, Iowa, flax and millet seed, 17½ cents; wheat and flour, 14 cents; corn, oats, rye and barley, 13 cents; to Sioux City, Iowa, flax and millet seed, 22½ cents; wheat and flour, 17.1 cents; corn, oats, rye and barley, 14¾ cents; Sioux Falls, S. D., flax and millet seed, 22½ cents; wheat and flour, 18 cents; corn, oats, rye and barley, 16 cents; from Hermon, London Mills, Rapatee, Middle Grove, Farmington, Cramers, Trivoli, Eden, Hanna, Maxwell, Bartlett, Peoria, Ill., to Kansas City, St. Joseph, Mo., Atchison and Leavenworth, Kan., flax seed and millet seed, 16½ cents; wheat and flour, 13½ cents; when destined beyond to Kansas, Oklahoma, and Colorado points, corn, oats, rye and barley, 12¼ cents; when to Oklahoma, Colorado and Kansas points to Omaha, South Omaha, Nebraska City, Neb., Council Bluffs, Pacific Junction, Iowa, flax and millet seed, 20 cents; wheat and flour, 14¼ cents; corn, oats, rye and barley, 13¼ cents; to Sioux City, Iowa, flax and millet seed, 22½ cents; wheat and flour, 18 cents; corn, oats, rye and barley, 16¼ cents; Sioux Falls, S. D., flax and millet seed, 22½ cents; wheat and flour, 18 cents; corn, oats, rye and barley, 17½ cents.

#### Illinois Central

Supplement 14 to I. C. C. No. A5311, Sept. 30. Grain products taking wheat rates from Leeds and Sioux City, Iowa, to St. Paul, Minneapolis, and Minnesota Transfer, Minn., 12.5 cents; grain products taking barley, corn and oats rates from and to same points, 11.5 cents.

#### Chicago Great Western

Supplement 5 to I. C. C. No. 4889, Oct. 1. Wheat between Rochester, Minn., and Douglas, Minn., 3.3 cents; Pine Island, Minn., 4.4 cents; Lena, Minn., 4.6 cents; Zumbrota, Minn., 4.8 cents; corn between Rochester, Minn., and Douglas, Minn., 2.8 cents; Pine Island, Minn., 3.8 cents; Lena, Minn., 4 cents; Zumbrota, Minn., 4.2 cents (R).

Supplement 23 to I. C. C. No. 4737, Oct. 1. Flour between Rochester, Minn., and Douglas, Minn., 3.3 cents; Pine Island, Minn., 4.4 cents; Lena, Minn., 4.6 cents; Zumbrota, Minn., 4.8 cents; State Aug. 15, Interstate.

Supplement 1 to I. C. C. No. 4890, Oct. 1. Flour and grain products from Council Bluffs, Iowa, Kansas City, Mo., Kansas City, Kan., Leavenworth, Kan., Omaha, Neb., St. Joseph, Mo., South Omaha, Neb., applies on shipments originating beyond or on products manufactured from shipments originating beyond to Attica, Ind., 16½ cents; (R) Cincinnati, Ohio, 17 cents; Hamilton, Ohio, 17 cents; Indianapolis, Ind., 16½ cents; (R) Jeffersonville, Ind., 17 cents; La Fayette, Ind., 16½ cents; (R) Louisville, Ky., 17 cents; Monon, Ind., 16½ cents; New Albany, Ind., 17 cents; Oxford, Ind., 16½ cents; Rensselaer, Ind., 16½ cents (R).

Supplement 3 to I. C. C. No. 4829, Oct. 1. Between St. Paul, Minneapolis, Minn., and stations taking same rates and Chillicothe, Sampsel, Lock Springs, Carlow, Gallatin, Rock Crusher Siding, Jamesou, Pattonburg, McFall, Evona, Whitten, Darlington, McCurry, Stanberry, Clyde, Bedison, Maryville, Wilcox, Burlington Junction, Dawsonville, Elmo, Mo., flour, southbound, 14 cents; northbound, 15¾ cents; flax and millet seed, 23½ cents; wheat, 15¾ cents; corn, 14½ cents; Blanchard, Coin, Bingham, Shenandoah, Summit, Imogene, Solomon, Strahan, White Cloud, Malvern, Silver City, Mineola, Dumfries, Neoga, Iowa, flour, southbound, 14 cents; northbound, 14¾ cents; flax and millet seed, 23½ cents; wheat, 14¾ cents; corn, 13¾ cents.

#### Union Pacific

Supplement 1 to I. C. C. No. 2545, Oct. 1. Grain to Galveston, Texas, Mobile, Ala., New Orleans, Port Bolivar, Texas, Port Chalmette, La., Texas City, Texas, and Westwego, La., from Holton, Kan., wheat and articles taking same rate, 25½ cents; (A) corn and articles taking same rates, 25 cents.

Supplement 8 to I. C. C. No. 2548, Oct. 1. Wheat, barley and oats from Hardin, Colo., to Denver, Colo., milled in transit at Greeley, Colo., 13 cents.

The Illinois Seed Company, Chicago, has increased its capital stock from \$25,000 to \$150,000.

The Walton Seed Company, of Jacksonville, Fla., has moved into new quarters at 38 East Bay Street.

The Sault Feed and Seed Company, Ltd., has been incorporated at Sault Ste. Marie, with a capital stock of \$50,000.

Charles Harper has moved his seed house at Goshen, Ind., from the old location to a new building on West Lincoln Avenue.

The Farmers' Seed and Grain Company of Lamoni, Iowa, has opened a branch office at Redding, Iowa, under the management of Sel More.

The Lake Shore Seed Company, of Buffalo, N. Y., is remodeling a plant, formerly occupied by the American Lux Light Company, and equipment is being installed.

O. L. Scribner has sold his interest in the O. L. Scribner Seed Company at Moweaqua, Ill., to C. B. Friedly, and the business will be continued under the name of the Moweaqua Seed Company.

Woodward & Co. have filed articles of incorporation at Duluth, Minn., to conduct a seed, grain and agricultural business. The capitalization is \$25,000, and the incorporators are: Austin M. Woodward of Hibbing, Minn., president; George S. Wilson of Minneapolis, vice-president; Morris Hoyt Woodward of Minneapolis, secretary; Earl Raymond Woodward, treasurer; Ernest A. Woodward, Winnipeg, Que., and Herbert S. Woodward of Hobson, Mont., directors.

Fred L. Humiston of Worthington, Minn., and B. P. St. John of Heron Lake, Minn., have formed a partnership to be known as the Worthington Grain Company, to conduct a seed business at Worthington. They recently purchased two grain elevators at that place with a storage capacity of 80,000 bushels, and they contemplate expending several thousand dollars on the erection of additional buildings. Mr. St. John has been engaged in the seed business at Heron Lake for 20 years.

## FIRES—CASUALTIES

The Great Western Elevator at Fargo, N. D., was destroyed by fire recently.

The Powers Elevator at Dawson, N. D., was slightly damaged by lightning on Aug. 19.

The Victor Elevator at Homestead, Mont., was completely destroyed by fire recently.

The Bartling Elevator at Nebraska City, Neb., burned on Sept. 2, entailing a loss of \$10,000.

The elevator at Hettinger, N. D., operated by Maddock & Kain, was destroyed by fire recently.

The Farmers' Elevator at Blooming Prairie, Minn., was somewhat damaged by a cyclone last month.

The house of the Great Western Grain Company at Galesburg, N. D., was destroyed by fire recently.

Lightning damaged the elevator at Hamlet, N. D., owned by the Nelson Elevator Company, last month.

W. J. Strange's elevator at Chelsea, Okla., was destroyed by fire recently, entailing a loss of \$25,000.

The Badger & Hudson Elevator at Fairfax, Okla., was destroyed by fire, recently, with a loss of \$12,000.

The Powers Elevator at Melville, N. D., was struck by lightning on Aug. 17, and completely destroyed by fire.

The elevator of the Mausfield-Ford Grain Company at Lake Fork, Ill., has been totally destroyed by fire.

The Farmers' Elevator at Little Cedar, Iowa, was struck by lightning on Aug. 15, but little damage resulted.

The roof of the Exchange Grain Company's elevator at Milan, Minn., was damaged by lightning on Aug. 17.

Fire totally destroyed the elevator of the Seattle Grain Company at Columbia River Siding, Wash., recently.

The Oriental Limited, one of the fastest trains on the Great Northern Railroad, was derailed and crashed into an elevator at Crary, N. D., on Aug. 19.

The Essex County Seed Farms, Ltd., has been incorporated in Essex County, Ont., with a capital stock of \$200,000, for the purpose of carrying on a seed grain business, including the production of wheat, oats or barley, clover and timothy; of dealing in seed grain, clover and timothy seed and conducting all business in connection with the production and handling of seed grain.

#### SEED TESTING IN CANADA

Previous to the custom of testing seeds in the Dominion of Canada, seed inspection prevailed in Europe two score years ago, for the purpose of obtaining data by which the commercial value of seeds could be ascertained. According to the deductions of Geo. H. Clark, Canadian Seed Commissioner, a No. 1 red clover (1912 crop recleaned), sells at \$16 per bushel. Its percentage purity is 99 and vitality 96. Therefore its real worth is 99x96/100, or 95 per cent, and the actual cost per bushel of pure living seed is \$16.84. A No. 3 red clover (1912 crop recleaned), sells at \$12 per bushel. Its percentage purity is 90 and vitality 85. Therefore its real worth is 90x85/100, or 76½ per cent and the actual cost per bushel of pure living seed is \$15.83.

The real worth of seeds in relation to their price in commerce commonly shows a wide variation with such seeds as cocksfoot, the rye grasses, brome grass, the fescues and others of the finer grasses, but as a rule comparatively little variation between samples of timothy, red clover, alsike, or alfalfa. Red clover seed of the 1912 crop is an exception to the rule; most farmers' lots of red clover contained a large percentage of immature, non-vital seeds.

Under the Seed Control Act timothy, alsike, red clover and alfalfa seeds are each divided into four grades according to definite standards of quality for each of Extra No. 1, No. 1, No. 2 and No. 3, and apart from the noxious nature of the impurities the spread in the general quality of the seed between the grades usually approximates an equitable spread in the real worth of seeds as shown by analysis.

Further details of the wreck are given elsewhere in this issue.

The house of the Farmers' & Merchants' Elevator Company at Montevideo, Minn., has been partially destroyed by fire.

Lightning struck the Compton Elevator at West Brooklyn, Ill., recently, and damaged the house to the extent of \$100.

Frank Rausch caught his foot in the dump of the elevator at Plainfield, Ill., recently, and the member was badly crushed.

The elevator at Crystal Springs, N. D., owned by the Powers Elevator Company, was damaged by lightning on Aug. 20.

The grain warehouse of A. W. Bannister, Bakersfield, Cal., was destroyed by fire on Aug. 25, the loss amounting to \$25,000.

W. H. Walters was caught by the machinery in his elevator at Bruce, S. D., on August 22, and suffered painful injuries.

The elevator at Palmyra, Neb., owned by the Nebraska Farmers' Elevator Company, was destroyed by fire on Aug. 31.

William Crane's elevator at Mt. Pulaski, Ill., was destroyed by fire on Sept. 3. The house contained corn and oats valued at \$13,000.

The elevator of the Jay Grain Company at Redkey, Ind., was completely destroyed by fire on August 29, entailing a loss of \$10,000.

The house of the Rockwell City Elevator Company at Rockwell City, Iowa, was struck by lightning on August 19, resulting in small damage.

A building at San Francisco, Cal., occupied by the Hay Producers' Association was burned on August 22, causing a loss of several thousand dollars.

Fire of unknown origin destroyed the elevator and coal yard of S. M. Barlow at Kokomo, Ind., on August 20, entailing a loss of \$15,000, partially covered by insurance. This is the second heavy loss Mr.



Barlow has suffered in the past few weeks, the L. E. & W. Elevator, owned and operated by him, having been destroyed on July 6.

On Aug. 30, the elevator of the Huntting Grain Company at Akron, Iowa, was destroyed by fire. The house contained about 10,000 bushels of grain.

The hay warehouse of the Grange Company at Keyes, Cal., was burned on Aug. 17, together with 200 tons of oats and alfalfa hay. The loss was \$6,000.

The feed store of Chris. O. Rosengren at 4213 Armitage avenue, Chicago, was destroyed by fire on August 27. One horse in an adjoining stable was burned.

James Lord, aged 24 years, suffered a broken leg and other injuries at Pennville, Ind., recently, when he fell 85 feet from a grain elevator, which he was painting.

In a \$50,000 fire at Odebolt, Iowa, on Aug. 27, which destroyed several business houses, the Trans-Mississippi Elevator and offices were practically consumed.

The Columbia Elevator at Bowman, N. D., was struck by lightning last month, but the fire that followed was extinguished before the building was destroyed.

Lightning struck the elevator at Dalton, Minn., owned by Randall, Gee & Mitchell, last month, resulting in considerable damage to the interior of the house.

The feed store of Mueser Bros. at St. Louis, Mo., was destroyed by fire recently. The building was a one-story frame structure and contained about \$4,000 worth of grain.

John Bisbee's elevator at Madelia, Minn., was totally destroyed by fire on Aug. 27, resulting in a loss of about \$10,000. The house had not been operated for several years.

The corn elevator of the Stamford Mill and Elevator Company, Stamford, Texas, was destroyed by fire on Aug. 29, with a loss amounting to about \$10,000, with \$8,000 insurance.

The elevator of the Okeemah Mill and Elevator Company at Okeemah, Okla., was struck by lightning recently and burned, entailing a loss of \$12,000. The house will be rebuilt.

S. E. Wainwright's elevator at Lenox, Iowa, was burned on August 26, with a loss of \$11,500, insurance, \$10,500. The elevator contained about 5,000 bushels of corn, oats and wheat.

Fire of unknown origin completely destroyed the flour mill and elevator of the Sibley Mill Company, Sibley, Iowa, on Aug. 28. The loss was estimated at \$20,000, with little insurance.

The hay warehouse of the Josey Hill Company at Beaumont, Texas, together with 25,000 bales of hay, was burned on Aug. 24, the loss amounting to \$29,000, partly covered by insurance.

The elevator of John H. Rothrock, Sr., at Center-ton, Ind., was destroyed by fire last month, the loss amounting to \$18,000. The loss included 2,000 bushels of corn, 2,500 bushels of wheat and 2,000 bushels of feed.

Bertram Jones, an engineer in the plant of the Minneapolis Malt and Grain Company, Minneapolis, Minn., was caught in belting at the plant recently and died from injuries sustained when he was whirled around the shaft.

The feed and flour warehouse of the Perry C. Shafer Company at Brockport, N. Y., was damaged by fire to the extent of \$5,000, last month. The fire is believed to have been of incendiary origin. The loss was covered by insurance.

E. G. Anderson, proprietor of the Anderson Elevator Company at Aberdeen, S. D., lost his left hand while attempting to rescue his hat while riding on a train on Aug. 26. Mr. Anderson stepped from the train just as a car was being coupled on, and slipped and fell when his hand struck the rail just as the train started.

The elevator at North Grove, Ind., belonging to Harry Garrison, of Converse, Ind., was destroyed by fire on August 21. The house is reported to have contained more than 25,000 bushels of grain. The building was insured for \$6,000, and there was some insurance on the contents. Circumstances point to incendiarism as the cause of the fire.

Fire destroyed the yards of the R. W. King Company, hay, grain and feed merchants at Chicago, on Sept. 5, causing a loss estimated at \$50,000. The fire spread to a three-story frame grain elevator and soon all of the buildings were consumed by the flames. The elevator contained 20,000 bushels of grain and a hay barn contained about 60 tons of hay.

Fire destroyed the Holland Farmers' Elevator at Holland, Man., last month, removing one of the oldest structures in that district. The origin of the fire is unknown and the flames were beyond control in a very few minutes after being discovered. A considerable quantity of grain was in the building, and insurance partially covered elevator and contents.

## BARLEY AND MALT

### ARGENTINE MALTING BARLEY

In an effort to encourage the production of domestic barley, a bill was introduced in the house of representatives of the Argentine Republic some time ago, granting a substantial rebate of taxes to such breweries as would use domestic barley. Although gratified, the brewers expressed the opinion that the production of domestic barley could be accomplished more easily by the erection of malt houses, giving farmers a permanent market for their grain.

It seems that the Argentine government is seeking to stop the importation of malt by high protective tariffs, but the brewer wants to be assured of sufficient domestic malt of uniform quality, if he is to commit himself to the use of the Argentine product. Malting tests have shown barley raised in Argentina to compare very favorably with North American and European grains, and there seems to be no natural obstacles to hinder the production of barley in sufficient quantities to supply the local demand.

### CHICAGO BARLEY MARKET

BY MOSES ROTHSCHILD.

President Moses Rothschild Company, Chicago.

The barley market today, September 11, was somewhat of a tame affair—as one of our friends has expressed it in the past—"hardly enough offerings on the tables to wad a gun." Such offerings, however, were readily disposed of at unchanged prices. Small quantity of low grade malting barley was bought "to arrive" at 71 cents. One of the large buyers who has been the mainstay of the market since the opening of the new season, was conspicuous by his absence. However, in view of the light offerings, he was not missed.

Some eastern buyers were present, looking around, evidently trying to find barley that would suit their views, but their ideas of price and those

of the sellers did not seem to correspond. As far as we could ascertain, no business in this direction was accomplished.

The range of values was as follows:

Very choice fancy barley.....	cts. 81
Medium mellow grades.....	75-79
Ordinary, sound low grade, depending on cleanliness and nativity .....	70-75
Unclean, low grades .....	67-70
Unsound, fitted only for feed.....	63-66

Conditions would seem ripe for lower values, following trend in corn and oats, provided market is favored with liberal arrivals, but until receipts do increase, it is reasonable to assume that conditions will remain unchanged.

According to official tax records, 26 elevators in Goodhue County, Minn., exclusive of the elevators owned by the La Grange Mills at La Grange, and by the Red Wing Milling Company, the Red Wing Linseed Company, the Minnesota Malting Company and the Red Wing Malting Company, of Red Wing, received 2,166,129 bushels of grain during 1912, 1,082,280 bushels of which were barley.

The Fond du Lac Malting Company, of Fond du Lac, Wis., has been reorganized and incorporated with a capital stock of \$80,000. The incorporators are F. J. Rueping, L. E. McKinnon and T. L. Doyle. The company's plant has been idle for the past year, but it is being overhauled and will be placed in operation. Until its reorganization, the company was composed of George Seeber, of Elizabeth, N. J., Charles A. Frank, of Syracuse, N. Y., and Joseph Haefner, of Lancaster, Pa., who will continue the business in connection with the new members of the firm, namely, Fred J. Rueping, W. H. Rueping and L. A. Ehrhart. Mr. Ehrhart will act as manager of the business, while L. E. McKinnon will have charge of the operation of the plant.

## COURT DECISIONS

A demurrer was sustained in the case of the Farmers' Grain Company of Haven, Kan., against the Missouri Pacific Railway, in a suit to recover damages for failure to deliver cars.

Herman Behrens, an employe of the Union Grain and Hay Company, Cincinnati, Ohio, indicted for embezzling \$300 from his employers, pleaded guilty recently and was given a suspended sentence.

The estate of Arvid Anderson is plaintiff in an action against the Globe Elevator Company, of Superior, Wis. Anderson was buried alive in a grain bin in the elevator about a year ago when he plunged from a platform at the top of the interior.

The Hinds & Lint Grain Company, of Kansas City, Mo., has appealed to the State Supreme Court from a judgment given in favor of the Farmers' Elevator Company, of Burr, Neb., in a case in which delay in grain shipments was an important feature.

A verdict for the plaintiff was rendered in the case of the Ohio Hay and Grain Company, of Findlay, Ohio, against the C., H. & D. Railroad. The grain firm charged that about 24 bushels of rye shipped by it had been lost by the railroad company in transit and asked remuneration to the extent of \$20.

A petition to have the Chicago Grain and Feed Company, Chicago, declared bankrupt was filed on Sept. 5, by three firms holding credits against the company. The liabilities of the firm, according to the petitioners, were in excess of \$90,000 and the assets about \$45,000. It is set forth in the petition that the Chicago Grain and Feed Company in the last few months has paid several debts to the disadvantage of the claims of the petitioners.

Robert McCarter, a grain and feed salesman of Reisterstown, Md., has brought suit against the Baltimore Chamber of Commerce, Baltimore, Md., alleging that boycotting methods were used against him by the Chamber, resulting in the destruction of his business. As Mr. McCarter is not a member of the Chamber of Commerce, he claims that that body had not the right to post his name on the floor. He is employed by a number of grain firms, which are members, to sell for them on commission. Complaint is said to have been made against him be-

cause he owed a member of the Chamber \$80 balance on an account.

The L. H. Shepherd Grain, Bean and Milling Company of Charlotte, Mich., has brought suit against W. T. Hulscher, a member of the Michigan Dairy and Food Department, claiming that the inspector told their customers that they sold short weight.

Thomas A. Harney, hay commission merchant, Chicago, has brought suit against Michael Ryan, Weldon Webster and Fred H. Kay, attorneys, for \$50,000, alleging that they tried to extort money by fraudulent means, thereby injuring the plaintiff's reputation.

A suit has been filed against the Turner-Hudnut Grain Company at Pekin, Ill., by Elizabeth B. Mooberry, for damages amounting to \$1,000. The result is the outgrowth of the sale of grain by John Catlin, a tenant on a farm owned by the Mooberry estate. The plaintiffs claim that the grain was sold without their consent.

In a friendly suit against the officers of the New England Equity Elevator, New England, N. D., some of the stockholders contended that the dividend fund could only be apportioned to the stockholders, while the officers had been giving the dividends to the patrons. The court upheld the contention of the stockholders.

It is stated that 28 reclamation petitions have been filed by the Truby Grain Elevator Company bankruptcy case. The petitioners, who are farmers, seek to secure the return or payment for grain stored in the Truby Elevators when the firm became bankrupt. Each case will be heard separately by the referee. The Truby Grain Company maintained headquarters at Joliet, Ill.

The Roby Grain Company of Springfield, Ill., on Sept. 2, filed a bill of interpleader, asking the court to decide whom the plaintiff should pay for an amount of grain purchased from Ben and William Utterback, who raised the grain on the farm of George Ross. Ross claims that unpaid rent is due and asked for a lien against the grain, while at the same time the elevator company was sued by the Utterback brothers for the purchase price. A tem-



porary injunction was issued ordering the complainant to deposit the amount involved, \$443.77, with the court.

Charles S. Tarbox, a grain dealer at Braintree, Mass., has filed a voluntary petition in bankruptcy, showing liabilities of \$8,692, and assets of \$4,858. The principal secured creditor is Grace Tarbox, holding a claim for \$2,000. Among the unsecured creditors are the Rockland Trust Company, \$2,000; C. P. Washburn, Boston, \$1,218, and the J. Cushing Company of Fitchburg, \$1,064.

The Great Western Grain Company, owning a line of elevators in North Dakota, has agreed to make a settlement relative to the 1911 personal tax against its elevators and warehouses. The company, for-

merly operating as the Great Western Elevator Company, reorganized in 1911 and refused to pay its taxes. The firm became involved in litigation and has now offered to settle the entire tax by paying one-half of the original tax, as well as the penalty and interest.

A verdict was awarded the Powers Elevator Company at Jamestown, N. D., in its case against Stoltz and the Northern Real Property Company. It was a case in which the plaintiff foreclosed on a mechanics lien against Stoltz equity in land held under contract of purchase from the Northern Real Property Company, crop payments to be made in specified sums. Stoltz put up a building on the land and the Powers Elevator Company sold the lumber and filed a lien.

## HAY AND STRAW

The Jansen Feed Store at Pekin, Ill., recently damaged by fire, is undergoing reconstruction.

MacDonald, Hale & Co., hay and feed dealers, have been incorporated at Seattle, Wash., with a capital stock of \$70,000.

Consul Wesley Frost, of Charlottetown, P. E. I., Can., reports that the hay crop of Prince Edward Island will be fully up to the average of 350,000 short tons. It is probable that there will be considerable shipments to England.

Charles B. Gerdes & Co. have been incorporated at East St. Louis, Ill., with a capital stock of \$1,500, to engage in a general feed and hauling business. The incorporators are Charles B. Gerdes, B. I. Gerdes and Estella M. Gerdes.

The Paxton Flour & Feed Company of Harrisburg, Pa., is building three new buildings, costing about \$86,997. The structures are of brick and concrete and fireproof throughout. One will be for grain, one for storage and one for mill purposes.

### HAY IN CHICAGO

Albert Miller & Co. of Chicago, report on September 9 as follows: Arrivals so far of timothy hay show a slight decrease and especially of No. 1 and choice grades. An active demand, however, for all grades is keeping the market well cleaned up. Indications are that receipts will show further decrease and we therefore look for a continued firm market. A scarcity of Kansas and Oklahoma prairie hay is creating a brisk demand for Upland Iowa, Minnesota, Dakota and Nebraska. Also for Wisconsin, Illinois and Indiana feeding prairie. These conditions are likely to prevail throughout most of the season and we believe shippers will find Chicago a satisfactory market for such hay. Arrivals of straw small but fully equal to the demand. Market quiet.

### HAY IN PITTSBURGH

Samuel Walton & Co. of Pittsburgh, Pa., reported September 5: "The receipts of hay continue to be very light, particularly good grades of timothy hay; as a result there has been a very sharp advance in the price of the same with every indication that still higher prices will soon prevail. The receipts of oat straw have been in excess of the demand, hence the market is not so firm. The receipts of oats have fallen off considerably the last two days, as a result our market is advancing sharply. The reaction in prices have only occurred within the last two days. The receipts of ear corn have been quite liberal; sufficient to meet the demand yet prices are slightly higher in sympathy with the Western market. The receipts of shelled corn have been light, all arrivals finding ready sale at advanced prices.

### ST. LOUIS HAY MARKET

The Martin Mullally Commission Company, St. Louis, Mo., reports September 5:

"Receipts of hay during the past week were large being 584 cars as compared with 415 cars the preceding week. Our market during the early part of the week, when receipts were largest, ruled quiet and easier at a lower range of prices on tame hay, particularly so on everything below good No. 1 and choice timothy. Medium grades of timothy and mixed hay were in fair demand but low grades and threshed hay were in rather light demand. The movement, however, these last few days has been free at the prevailing prices, as a great many cars have been taken by outside buyers. Then too, the local buyers bought pretty freely, and the market today ruled steadier with a better feeling than any time this week.

"The offerings of pure clover hay are fair in amount and the demand right good for the best

grade. Choice is selling up to \$17.50 per ton. Demand for medium and low grades of clover is only moderate. The offerings of prairie hay are rather light but consist almost solely of medium and low grades and the demand for such hay is only fair, while No. 1 and choice prairie is in right good demand. In fact, our market at present is bare of good prairie and we advise prompt shipments, as we believe that fresh arrivals will meet ready sale at possibly a higher range of prices than the present quotations.

"Alfalfa hay is ruling strong with an urgent demand particularly so for No. 1 and choice green. The receipts of alfalfa continue small and buyers have been taking most everything offered on arrival, leaving the market well cleaned up right along and it is practically bare of all grades at the close today and we advise prompt shipments."

### PAILLE FINE HAY

Paille Fine hay is an aquatic grass said to flourish on reclaimed lands of the South, formerly covered with water. Experiments with this grass have been conducted on the sea marsh lands of Louisiana, the success of which give promise of great possibilities in the production of hay in that district. The Paille Fine is claimed to be a wonderful grass, capable of storing up protein similarly to alfalfa.

The Louisiana State Experimental Station at Baton Rouge, La., recently made the following analysis of this product: Crude protein, 14.06 per cent; fat, 2.87 per cent; carbohydrates, 42.45 per cent; crude fibre, 27 per cent; water, 8.55 per cent, and ash, 5.07 per cent. Samples of the grass were from 12 to 15 inches in height.

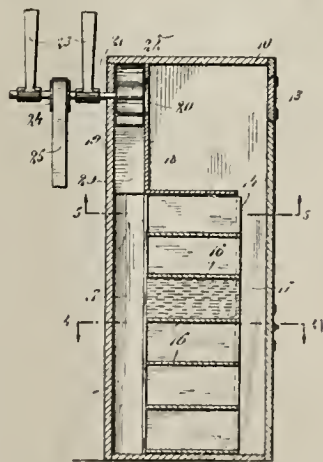
## GRAIN TRADE PATENTS

Issued on August 12, 1913

Grain-Door.—Richard Webb Burnett, Montreal, Quebec, Canada. Filed Dec. 14, 1910. No. 1,069,672.

Drying Apparatus.—Joseph Pizzica, Syracuse, N. Y. Filed Aug. 27, 1912. No. 1,070,173. See cut.

Claim.—In a drying apparatus, the combination with a casing of a rack supported therein and spaced from the sides of the casing to provide vertical air compart-

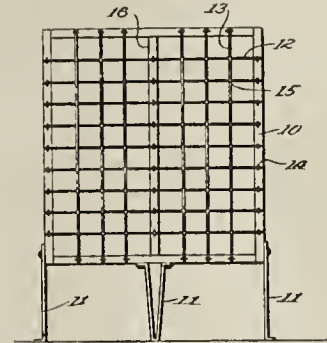


ments, pans removably supported on the said rack, a door provided with inlet and outlet openings and mounted to swing on the casing to form a side thereof, closures mounted to swing on the said door to normally close the said inlet and said outlet openings, a fan compartment formed in the said casing over and above one of the said air compartments, and a fan journaled in the said fan compartment for circulating air through the said air compartments, a plurality of the walls forming the said fan compartment being arranged to diverge from the said fan to direct the circulation of air through the said air compartments.

Corn-Drying Rack.—Abraham Van Roekel, Orange

City, Iowa. Filed Sept. 15, 1910. No. 1,069,913. See cut.

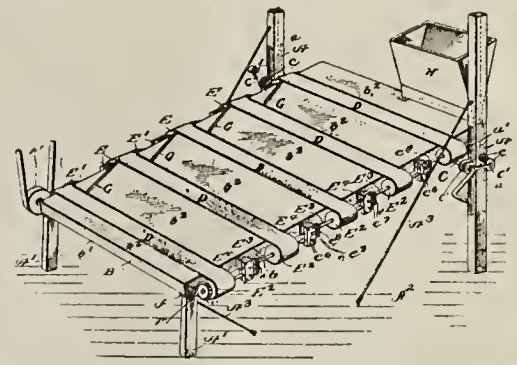
Claim.—In combination, a corn drying rack, an open frame, said frame comprising three upright members and cross pieces for forming the top and bottom of said frame, and means for securing said parts together, a



lattice work of wire fastened over the open sides of said frame for supporting the ears of corn, and means attached to said frame for supporting the same above the ground, said means consisting of a pair of legs, each comprising a single strip of sheet metal bent to form two downwardly diverging extensions and fastened to the frame at the bend of said strip, and a V-shaped leg secured to the bottom of said frame on the underside thereof, substantially as and for the purposes described.

Seed-Separator.—Percy E. Long and William L. Schwarz, La Crosse, Wis. Filed Nov. 19, 1912. No. 1,070,350. See cut.

Claim.—A gravity separator comprising an inclined table formed of a series of spaced fixed plates or sec-



tions lying in the same plane, and transverse endless belts the upper runs of which have less pitch than the fixed sections, lie in parallel planes and fill in the space between said fixed plates or sections.

Issued on August 19, 1913

Portable Scale-Tester.—Thomas Jacobs, South Rockwood, Mich. Filed Nov. 7, 1911. No. 1,070,477.

Elevating-Conveyor.—Robert L. Willits, Corona, Cal., assignor to George D. Parker, Riverside, Cal. Filed Oct. 15, 1910. No. 1,070,759.

Issued on August 26, 1913

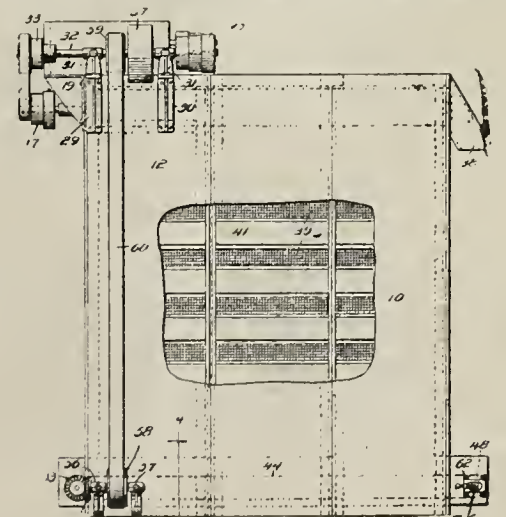
Conveyor.—Charles D. Seeberger, New York, N. Y. Filed Dec. 19, 1910; renewed Jan. 25, 1913. No. 1,071,529.

Seed-Corn Rack.—Arthur T. Martin, Sac City, Iowa. Filed Dec. 20, 1911. No. 1,071,670.

Spout or Conducting-Pipe.—Louis Giclas, Washington, D. C. Filed Nov. 16, 1912. No. 1,071,411.

Separator.—Walter D. Nash, Atlanta, Ga., assignor to Atlanta Utility Works, East Point, Ga., a corporation of Georgia. Filed May 23, 1912. No. 1,071,076. See cut.

Claim.—In a machine of the class described, the combination of a casing formed of separable sections, a revolving screen formed of separable sections and ar-



ranged in the upper part of said casing, a plurality of stationary screens carried by each of said sections and arranged in zig-zag formation below said revolving screen, feeding means for said revolving screen carried by one of said sections, a conveyor arranged in the lower part of said casing and adapted to receive the material from said stationary screens, a power shaft carried by the section of the casing having said feeding means thereon, means carried by said section for operating said conveyor, and means whereby said feeding means and said conveyor operating means are driven from said shaft.

Issued on September 2, 1913

Rack for Seed-Corn.—George W. Whitworth, Cedar Falls, Iowa. Filed Sept. 21, 1912. No. 1,071,842.



## O B I T U A R Y

J. F. Turner, grain and produce dealer, died recently at Van Buren, Ark.

Alexander Masson, a pioneer hay and grain man, passed away at San Antonio, Texas, on Aug. 18.

Oscar Rozell, a grain merchant of Troy, Ohio, died on Aug. 26, following an attack of typhoid fever.

Thomas J. Downey of Excelsior, Minn., suddenly died from heart trouble on Sept. 1. He had purchased the elevator at Tyler, N. D., and was about to take possession.

J. A. Scott, former partner of Sam Scott, grain dealer at Winnipeg, Man., died suddenly last month at Vancouver, B. C. Mr. Scott was well known in Winnipeg and was prominent in the grain trade in the early days.

James Marshall, former president of the Minneapolis Chamber of Commerce, passed away at his home at Lake Minnetonka, near Minneapolis, Minn., on Sept. 8. An account of his career is given elsewhere in this issue.

Armstrong Gibson, aged 81 years, a grain and stock dealer of Shelbyville, Ind., died on Aug. 24, in the Methodist Hospital in Indianapolis, Ind. Mr. Gibson was well known throughout the state, and is survived by three sons.

Sumner Stiles, aged 88 years, formerly an operator on the Chicago Board of Trade, died on Sept. 6, at the home of his nephew, J. S. Stiles, in Chicago. Mr. Stiles was born in Harrisburg, N. Y., and came to Chicago about 35 years ago.

C. E. Dugan, aged 58 years, manager of the Farmers' Co-operative Elevator Company at Luverne, Minn., died at his home in that city on Aug. 22, from the effects of a fall from an automobile several weeks ago. A wife and several children survive him.

George W. Griggs, grain broker and member of the wholesale flour and feed firm of James, Henever & Griggs, St. Paul, Minn., committed suicide on Aug. 18, by jumping from the high bridge at that place. It is believed that he was despondent owing to poor health. He left an estate, valued at \$85,000, to Emery Griggs, his brother.

Walter F. Shotwell, for over 20 years associated with Thomas Morgan, hay and grain dealer at Brooklyn, N. Y., died recently of erysipelas at his home in that city. Mr. Shotwell had been identified with the hay and grain business for over 30 years, having been in business on his own account in New York City, before becoming associated with Thomas Morgan.

James Henry Hart, aged 73 years, died at his home in Ainsworth, Kan., on Aug. 29. He was born near Waverly, Ill., in 1840, and, with his parents, went to Auburn, Ill., in 1853, where he resided until 1892, when he removed to Ainsworth. While he lived in Auburn he was engaged in the grain and stock business. He is survived by his widow and one daughter.

W. H. Maule, aged 56 years, a millionaire seed dealer of Philadelphia, Pa., died suddenly from apoplexy in the New York Club in New York City, on Sept. 3. Mr. Maule, accompanied by his wife, had just returned from a motor trip through the Berkshires. He had been in the seed business for the greater part of his life, having succeeded his father. He is survived by his wife and two daughters.

Clarence Buckingham, aged 58 years, died suddenly of heart trouble on Aug. 28. At one time, in connection with other members of his family, he conducted the Central Elevator Company, and when that business was taken over by the Illinois Central Railroad, he became associated with the brokerage firm of J. H. Wrenn & Co. Mr. Buckingham was prominent in financial and philanthropic affairs in Chicago, and a director of the Art Institute among his other social and cultural interests. He was born in Zanesville, Ohio, in 1854, and while a young man moved to Chicago with his parents. Two sisters survive him.

E. S. Carter, grain dealer at Girard, Ill., was killed by a freight train near his elevator office on Aug. 21. His son, Starr Carter, who is associated with him in business, assisted in removing his father from beneath the wheels, not knowing who the injured man was until he was released. The victim died soon after the accident. Workmen were engaged in repairing a smoke stack on the elevator and it is believed that Mr. Carter must have stopped in the middle of the tracks to observe the work and did not hear the approaching train. He was born

near Auburn, Ill., and had been a resident of Illinois all his life, having been engaged as a grain dealer in Girard for many years. Mr. Carter was 62 years old, and is survived by two sons and two daughters.

Ira Harris, who had been associated with the grain firm of Clark & Allen at New York City for 40 years, recently passed away at his home in Elmhurst, L. I., following an attack of heart trouble superinduced by indigestion. Mr. Harris was 69 years of age and had been superintendent of the firm's elevator for 20 years. He is survived by a wife and one son.

The grain trade of Albany, N. Y., suffered a loss on September 11, when Theodore H. Waterman, one of the most prominent grain brokers of that city, passed away. Mr. Waterman was born in Albany in 1859 and succeeded his father in the grain business, since which time he has figured in every large grain deal on the board. During the wheat corner of 1909 he was said to have made over \$1,000,000.

James R. Lucas, a grain broker of St. Louis, Mo., was found dead, a bullet through his brain, when a Frisco train on which he was riding arrived in Valley Park, Mo., on Aug. 22. The body was discovered in an upright position in a rear seat of the car by the conductor. Two other people had been in the car a few minutes before, when the conductor had passed through, but although the train had not stopped, they were not to be found. Mr. Lucas was a commuter and spoke to the conductor in his usual good humor when he entered the train. A hat, identified as the one worn by Mr. Lucas, and a revolver were found alongside the Frisco tracks near Valley Park, soon after the train arrived in the town. Mr. Lucas was born in Williamstown, Ky., on Dec. 14, 1867, and went to St. Louis in 1899, as an employee of the St. Louis Hay and Grain Company. In 1900, he established himself in the brokerage business.

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Our business is strictly  
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## TIMOTHY SEED —OR— HICKORY NUTS

When you run a

### Hess Drier

it will dry and cool grain  
SIXTY MINUTES in every hour.

You don't have to stop, *ever*, to clean it out, for there are no places in it for dust and dirt to lodge. Every surface in it is of smooth steel, with a pitch never less than forty-five degrees, and when you empty the drier *everything* slides out slick and clean; no poking nor sweeping nor thumping, to get grain and small bits out of the corners and out-of-the-way places. There is no wire netting nor perforated metal to clog nor leak, nor any pigeon holes to catch and hold the dust and bran.

There is no time lost in emptying and filling the machine, for, as finished grain goes out, new grain follows in, and the racks remain full, while the work goes on without a moment's pause.

You don't have to re-elevate the grain for cooling; you save time and power there, to say nothing of the additional space and machinery required when drier and cooler are separate. You don't waste any heat either, for the **HESS DRIER** utilizes **all** the heat thrown off by the cooling grain and saves what others waste, (money).

Don't look for this saving in any other drier; it isn't there. One drier-maker tried it, built two or three driers that way, and now he's defendant in a patent infringement suit, in the United States Courts. *Don't copy. Buy from headquarters.* It's cheaper in the end, and better.

There's a whole lot of other good things about **HESS DRIERS**, but this space is expensive. Just ask us direct and we'll tell you all about them.

**HESS DRIERS** come in all capacities, and will dry anything granular, from timothy seed to hickory nuts.

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### Moisture Testers,

too: for gasoline, gas, electricity or alcohol,  
with **COPPER FLASKS**, on tall steel stands.

**FREE BOOKLET**



## CROP REPORTS

## THE GOVERNMENT ESTIMATE

The Crop Reporting Board of the Bureau of Statistics of the United States Department of Agriculture has estimated, from the reports of the correspondents and agents of the Bureau, as follows:

For the United States:

Crops.	Condition, Sept. 1—			—Acreage, 1913—		
	1913.	1912.	10-yr. av. Aug. 1, 1912.	1913.	1912.	Acres.
Corn .....	65.1	82.1	80.9	75.8	99.8	106,884,000
Winter wheat...					116.4	30,938,000
Spring wheat...	a75.3	a90.8	a76.9	74.1	97.0	18,663,000
Oats .....	a74.0	a92.3	a79.3	73.7	101.1	38,341,000
Barley .....	a73.4	a88.9	a81.1	74.9	96.3	7,255,000
Rye .....					100.8	2,134,000
Buckwheat .....	75.4	91.6	87.0	85.5	100.0	841,000
Flax .....	74.9	86.3	80.9	77.4	85.1	2,425,000
Rice .....	88.0	88.8	89.2	88.7	114.0	824,100
Hay, all tame...				81.8	97.5	18,293,000

aCondition at time of harvest.

The yields indicated by the condition of crops on September 1, 1913, and final yields in preceding years, for comparison, follow:

Crops.	Yield per acre.			Total production in 1908-1912, millions of bu.			Inc. (%) or dec. (-) in 1913, during
	1913.a	1912.	1911.	1913.a	1912.	1911.	
Corn .....	22.0	29.2	26.5	2,351	3,125	2,531	-12.0
Winter wheat...	b16.5	15.1	15.2	b 511	400	430	....
Spring wheat...	13.0	17.2	13.3	243	330	191	* 4.3
All wheat.....	15.2	15.9	14.5	754	730	621	* 1.3
Oats .....	27.8	37.4	29.7	1,066	1,418	922	* 3.7
Barley .....	23.2	29.7	24.5	168	224	160	0.0
Rye .....	b16.3	16.8	16.2	b 35	36	33	....
Buckwheat .....	18.2	22.9	21.0	15	19	18	-11.8
Flax .....	8.4	9.8	8.2	20	28	19	0.0
Rice .....	32.8	34.7	33.7	27	25	23	0.0
Hay, all tame...							
tons .....	b 1.31	1.47	1.38	b 63	73	55	- 1.6

aInterpreted from condition reports. bPreliminary estimate.

Quality of the hay crop is 91.7, against 92.1 last year and a ten-year average of 91.7.

Details for important crops in principal states follow:

## SPRING WHEAT.

States.	Pct. of U. S. acreage in State.	Condition at time of harvest.		
		1913.	1912.	Ten-yr. average, 1913.
North Dakota .....	40.7	70	95	72
Minnesota .....	22.5	88	89	79
South Dakota .....	19.7	65	85	76
Washington .....	6.5	82	86	80
United States .....	100.0	75.3	90.8	76.9

## CORN.

States.	Pct. of U. S. acreage in State.	Condition Sept. 1.		
		1913.	1912.	Ten-yr. average, 1913.
Illinois .....	9.9	62	85	84
Iowa .....	9.3	76	93	81
Nebraska .....	7.1	37	80	78
Kansas .....	6.9	10	74	70
Missouri .....	6.9	41	84	80
Texas .....	6.6	78	75	74
Oklahoma .....	4.8	39	64	69
Indiana .....	4.6	81	85	84
Georgia .....	3.8	87	75	87
Ohio .....	3.7	81	85	82
Kentucky .....	3.4	59	87	86
Tennessee .....	3.1	65	82	86
Alabama .....	3.0	78	82	88
Mississippi .....	3.0	81	81	85
North Carolina .....	2.6	87	75	84
South Dakota .....	2.5	78	87	84
Arkansas .....	2.3	71	80	82
Minnesota .....	2.2	95	82	83
South Carolina .....	1.9	86	77	83
Virginia .....	1.9	85	74	85
Louisiana .....	1.8	85	81	84
Michigan .....	1.5	80	75	80
Wisconsin .....	1.5	94	80	82
Pennsylvania .....	1.4	81	80	83
United States .....	100.0	65.1	82.1	80.9

## OATS.

States.	Pct. of U. S. acreage in State.	Condition at time of harvest.		
		1913.	1912.	Ten-yr. average, 1913.
Iowa .....	12.7	83	101	81
Illinois .....	11.2	53	98	78
Minnesota .....	7.8	87	96	81
Wisconsin .....	6.0	90	91	83
Nebraska .....	5.9	70	76	72
North Dakota .....	5.9	72	97	77
Kansas .....	4.9	54	84	65
Ohio .....	4.8	72	98	82
Indiana .....	4.6	51	98	78
South Dakota .....	4.2	70	87	80
Michigan .....	4.0	78	87	81
New York .....	3.4	86	78	87
Missouri .....	3.2	56	93	73
Pennsylvania .....	3.0	83	87	86
United States .....	100.0	74.0	92.3	79.3

Broomhall, in a recent report, estimates the European wheat crop, exclusive of France, at 22,460,000 bu. in excess of last year. Private estimates make the French crop 20,000,000 bu. to 30,000,000 bu. less than in 1912, thus showing that Europe has less wheat than generally anticipated.

A recent report from Fergus Falls, Minn., says: "North Dakota's wheat crop will not exceed 70,000,000 bushels this year, according to the estimate by the members of the Hard Wheat League of North Dakota and northwestern Minnesota. The estimate was reached from data figured up at a meeting of the league held at Moorhead, Wednesday. The conclusion was made after comparing the reports of

millers from all parts of that state that the average yield in Dakota would not be more than 11 bushels per acre."

Secretary Fowler of the Canadian Northwest Grain Dealers' Association estimates the wheat crop of the three provinces at 176,920,000 bu.; oats, 224,270,000 bu.; barley, 34,007,000 bu., and flax seed, 11,600,000 bu. Last year the Government made the wheat crop 184,000,000 bu.; oats, 222,000,000 bu.; barley, 27,000,000 bu., and flax seed, 21,000,000 bu.

Reports from 33 counties in Minnesota were received by the State Board of Immigration Friday and Saturday. Out of these reports the lowest estimate of the average for corn is thirty-five bushels

be the best ever raised, while in South Dakota the prospects for a banner corn crop were injured by the hot weather in July, so that final results will be about 50 to 60 per cent of an average crop."

One of the greatest corn crops ever grown in Mississippi will be harvested in the fall, according to G. B. Harper, industrial agent at Memphis for the Illinois Central and Yazoo & Mississippi Valley railroads. Harper said: "Experienced agriculturists of the State have estimated a total yield of 75,000,000 bushels for 1913. It was 56,000,000 in 1912 and less than that in 1911. Figures show that farmers will have about 3,000,000 acres of cow peas to harvest during the fall. These are worth on the mar-



From the "Winnipeg Telegram."

## THE HARVEST OF THE CANADIAN WEST

to the acre, and the highest is sixty," said Immigration Commissioner Sherman. "This is indeed encouraging, and leads me to believe that the estimate I made recently, that Minnesota's corn would yield on an average of forty bushels to the acre, is correct."

A recent telegram from L. S. Hoyt to Canhart-Cooe-Harwood, gave a report from the fields of Nebraska and Kansas. The telegram says: "Rode 150 miles through northeast Kansas and into southern Nebraska. Never saw so complete a failure of corn. Farmers cutting for fodder; some turning stock into fields. Had two cuttings of alfalfa; hay plentiful. Talked with several dealers and farmers; all say fair amount of old corn back. Looks like half the small grain was in stack."

Seymour Manning, a well known Pacific Coast authority on grain, places the estimate of Whitman county, Washington, crop at 14,500,000 bushels of wheat, oats and barley. He divides the crop among the different grains, allowing 10,000,000 bushels for wheat, 3,500,000 for oats and 1,000,000 for barley. Mr. Manning believes this is the biggest crop ever produced in the county and says that the biggest previous crop was 14,000,000 bushels in 1907, which is admitted by all to have been the best crop ever grown in the county up to that time.

A crop letter of September 4, issued by the Van Dusen-Harrington Company of Minneapolis, says:

"Weather in North Dakota has been ideal for threshing, which has progressed rapidly. The few light scattered showers were not of sufficient moisture to do any damage. The quality of barley this year is much better than last, but yields per acre are less. Threshing returns from southern Minnesota are turning out better than anticipated. Southwestern and western Minnesota returns indicate a good average crop. The same applies to the eastern section of South Dakota—that is, east of the Divide between the Sioux River and James River valleys. In the territory west of the Divide there is only about 25 per cent of an average crop. With the exception of the territory mentioned north of Aberdeen the crop is fully up to the average. All indications are that the corn crop in Minnesota will

kets from \$1.00 to \$1.50 a bushel and can be gathered by hand any time after the corn is in the pen. Mississippi, from Winona south, and practically covering that part of the entire state, has increased the corn crop acreage probably 40 per cent over any time previously. Much of this is due to boll weevil troubles in years past."

Professor R. A. Moore of the Wisconsin Agricultural College reports that the corn crop in that state will be the greatest in years and will probably be worth over \$60,000,000. He says: "A cool spring gave the small grain opportunity to root well. We had plenty of moisture and besides that, farmers are practicing a better rotation of crops. Nearly 50 per cent of the crop is pure bred, that is, it has gone through a long course in breeding. 'Silver King' or Wisconsin No. 7 and 'Golden Glow' or Wisconsin No. 12 are the varieties of corn most prevalent in southern Wisconsin. 'Yellow Dent' or Wisconsin No. 12 is commonest in the northern parts."

## For Sale

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

## ELEVATORS AND MILLS

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Have a nice lot to select from at prices from \$2,000 up. Write and let me know how much you wish to pay. Am sure I can suit. JAMES M. MA-GUIRE, Campus, Ill.



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Two No. 6 Second-Hand Monitor Seed Cleaners. One Second-Hand Fairbanks Platform Scale. For particulars, write S. W. FLOWER & CO., Toledo, Ohio.

## FOR SALE CHEAP

Guaranteed 25-horsepower good as new two-cylinder Nash Engine. Cost \$1,000. Price for quick sale \$375. BADGER MOTOR CO., Milwaukee, Wis.

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Some bargains in gasoline and oil engines, rebuilt and good as new. CHARTER GAS ENGINE CO., Sterling, Ill.

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Five-ton Fairbanks Wagon, \$55; 6-ton, \$65; 10-ton, \$95; 30-ton, \$140. Six-ton Monarch, \$45. Six-ton "The Standard" \$60; 10-ton, \$95. Thirty-five hundred-pound Fairbanks Dormant, \$35; 5,000-pound, \$60; 2,500-pound, "The Standard," \$35.

THE STANDARD SCALE & SUPPLY CO., 1345 Wabash Ave., Chicago, Ill.

Miscellaneous  
Notices

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

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One thousand four hundred acres in the beautiful Stanley country in Taylor County, Wis. Rich, new clay loam. One-fourth to four miles from Lusk and Gilman. BOX 38, Dyersville, Iowa

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Second-hand bags and burlap. We pay highest cash prices. FULTON BAG & COTTON MILLS, Dept. D., St. Louis, Mo.; New York, N. Y.; Dallas, Tex.; Atlanta, Ga.; New Orleans, La. Write to the house nearest you for prices.

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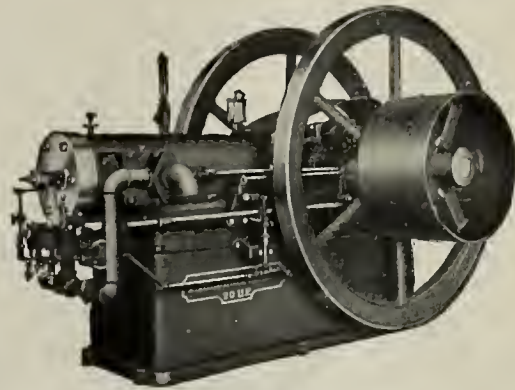
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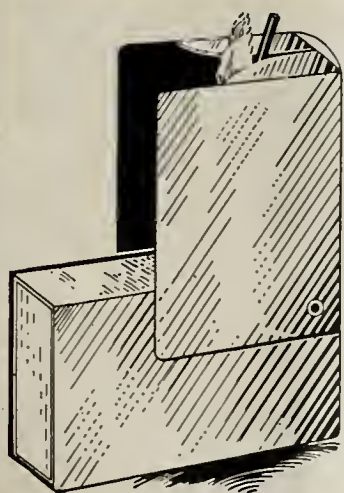
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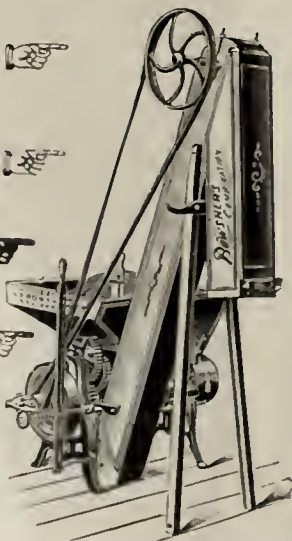
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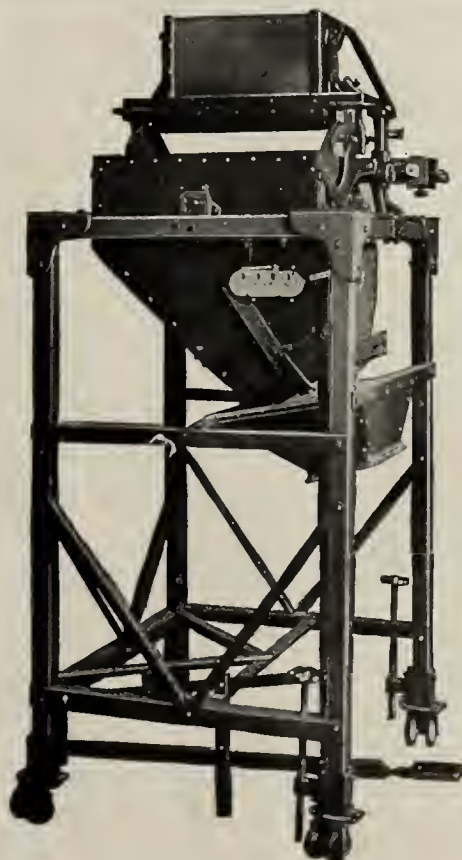
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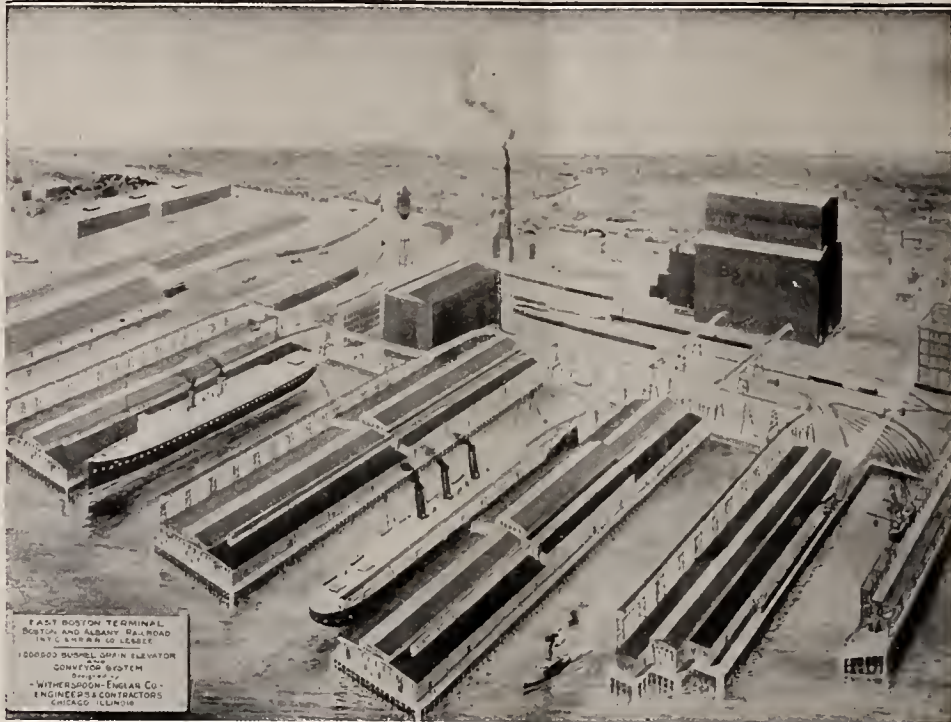
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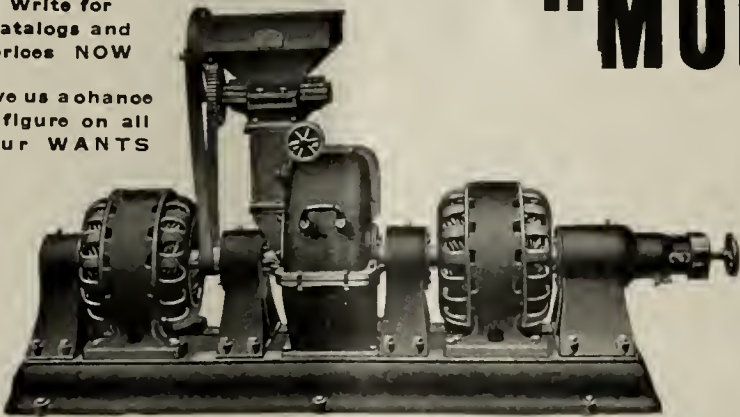
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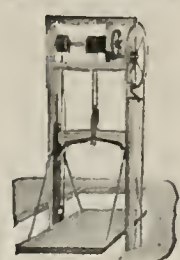
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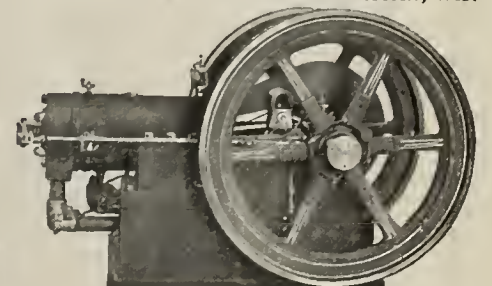
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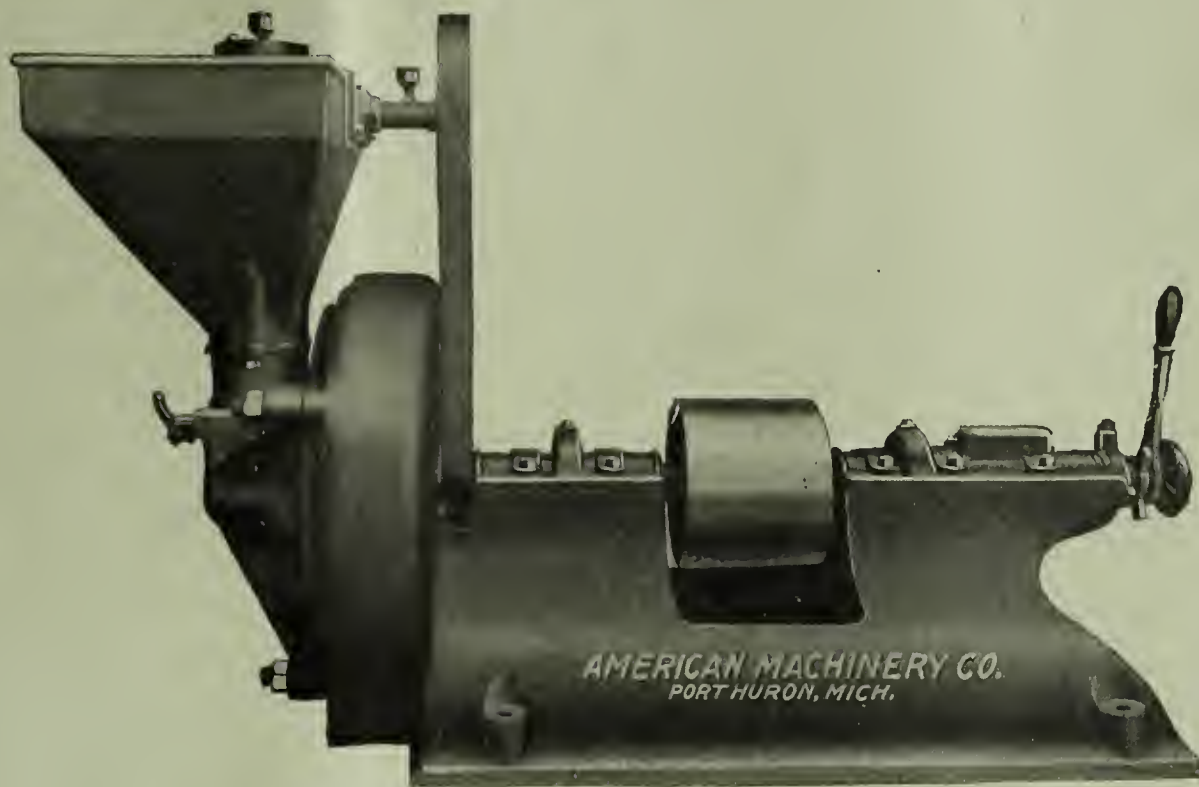
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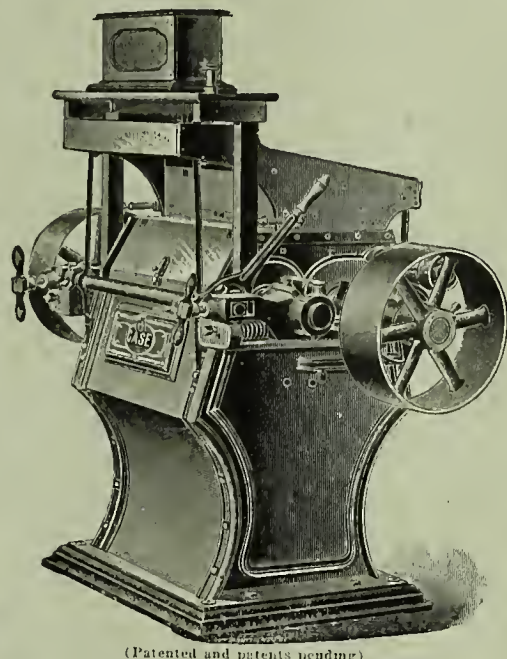


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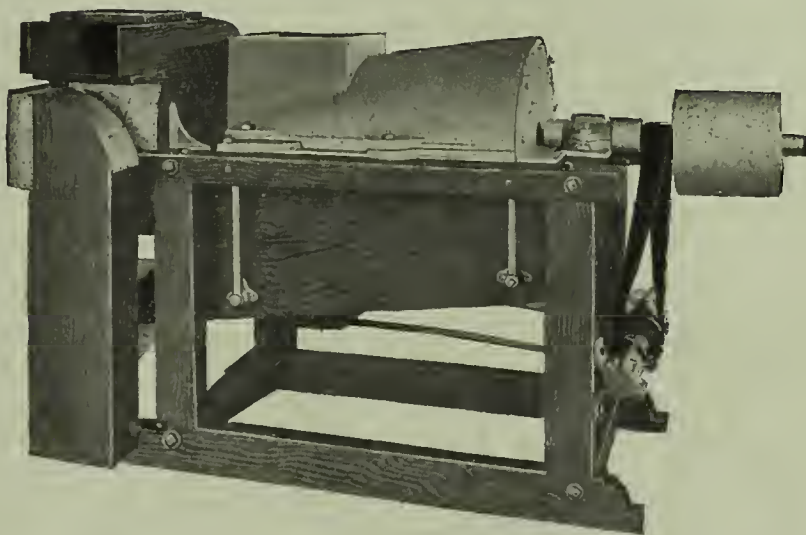


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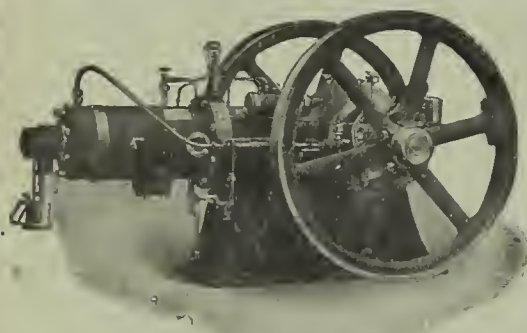
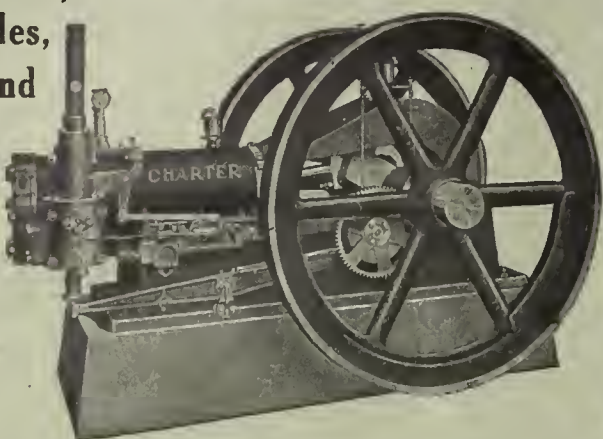
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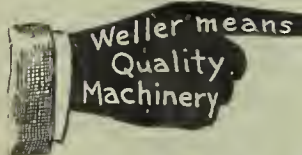
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